


HISTORICAL RECORDS OF
NEW ZEALAND SOUTH.

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H. N. Scholefield }
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HISTORICAL RECORDS

—OF—

NEW ZEALAND SOUTH

PRIOR TO 1840.

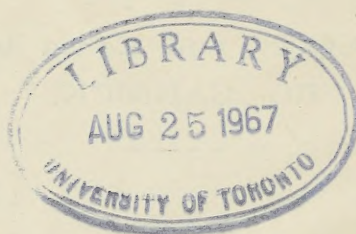
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THE COMPILER'S NOTE.

INTRODUCTORY AND EXPLANATORY.

Rich in historical romance, early New Zealand South is but poorly represented in historical narrative. The explanation is that missionaryism, officialdom, and kindred mental capacity in authorship, confined itself to the more genial climate of the north, and knew little or nothing of what went on in the far south. What they saw fit to hazard thereanent was mere conjecture, and it is now safe to assert that it amounts to little more than error of judgment founded upon errors in fact.

During 1835-38, when the colonisation of ~~New~~ Zealand came to be discussed, the Imperial Parliament, in Select Committee, took a number of colonial experts into its confidence. They talked glibly of New Zealand and its affairs in relation to the north, but one and all pleaded ignorance of the south, and, with very few exceptions, refused to express opinion thereupon. Conspicuous amongst the exceptionals was Mr J. B. Montefoires, a man of good social standing and ability. Questioned quoad the south, he made the following startling and in many respects ill-founded assertions:—

“I think the character of the natives in the south is less intelligent than those of the north. That may arise from their non-intercourse with Europeans. I do not think they would understand the nature of a bargain for the sale of their lands as well as the people in the north. The capabilities for colonisation of the northern parts of the South Island are very good, but not the southern part of that island. That part I should think was very bleak and cold and not fit for settlement. It is very mountainous—a range of mountains run through the entire island. The people are not, apparently, of the same race, but they are similar in their habits.”

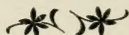
Sir E. Barring had a similar tale to tell. He confined his observations to Stewart Island. He said—“The necessity for purchasing land in this island is not so urgent as purchasing land at the Bay of Islands, because there is no contract between the natives and the whites at the former. They are there on no title. They have made no purchase. They are merely there on occupation. If it were necessary to form an establishment at Stewart Island it could be done, but the most urgent necessity is to put an end to the state of things in that part of the country, where the native and white

population are now in contact. There is no timber on Stewart Island. It is a sealing establishment. We know nothing of their manner of going on. They might knock each other on the head and nothing would be heard of it."

There is no reason to assume these were other than honest enunciations, but it will be seen they were grossly mistaken views. Native tenure in the land was quite as well defined in the south as it was in the north. Native purchases and purchase-contracts boded the entire island, leaving nothing for the natives themselves. Material for civilisation and facilities for settlement were equal if not superior, and as for the alleged absence of timber, the fact is timber gangs were even then at work round the coast.

It will thus be seen historical New Zealand South is founded on very imperfect data, and if authenticity is to be secured, more reliable sources of information must be sought. In view thereof I visited Sydney, Hobart, Melbourne, and other places known to have had traffic intercourse with New Zealand. Archives of New South Wales, the parent colony, under whose auspices the infancy of Southern New Zealand was fostered, were carefully ransacked, and in doing so I had valuable assistance from Mr F. M. Balden, F.R.H.S. (Barrister at Law), of the Historical Record Office, Sydney; also recording officials belonging to the other colonies.

In some instances these record-narratives led up to incidents enacted in the more northern parts of New Zealand, and would assuredly have been incomplete unless the whole narrative were given. None of these coincidents are, I observe, dealt with in current histories, so that their publication presents itself to us in the light of entirely new record-matter.



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Historical Records of New Zealand South

PRIOR TO 1840.

NEW ZEALAND: DISCOVERY, EARLY MENTION, ETC.

Sailing from the coast of Chili about the latitude of 40deg. south, after a voyage of a month, Juan Fernandez in 1574 met the coast of a continent which seemed to be very fertile and well cultivated. The people were white, wore fine attire, and were of an amiable and peaceful disposition. Several large rivers fell into the sea, and altogether it appeared much better and richer than Peru. This country has been supposed by some to be New Zealand. This is the first reference or probable reference, that could have been made to New Zealand.— M.S. in Hobart Museum.

It was on the 14th of August, 1642, that the Dutch navigator, Abel Jansen Tasman, whose name now occupies so honourable a place in the history of nautical discovery, left the port of Batavia in the East Indies, on a voyage to the yet almost unentered regions of the Southern Pacific. He was despatched on this expedition by Anthony Van Dieman, the Governor of the Dutch possessions in that quarter of the globe; and had under his command the yacht *Heemskirk* and the *Zeehan* fly boat. The first reward of Tasman's research was the discovery of Van Dieman's Land. At this time, and for more than a century afterwards, the existence of a land extending round the South Pole, which was denominated the *Terra Incognita Australis*, was the favourite dream of geographers, and upon this Tasman imagined that he had now touched. "It is a very fine country," says he, "and we hope it is part of the Unknown South Continent." Twenty-six years before this, his countrymen, Scheuten and Le Maire, on penetrating into the Pacific through the strait which bears the name of the latter, had given that of *Staten Island*, or *States Land*, to the coast which appeared on their left, and which they were convinced belonged to the long-sought Polar Continent. Tasman accordingly gave the same name to the land which he had just discovered, under the impression that it might be only another part of the same extensive region. It happened, however, that within three months after this, Scheuten's *Staten Land* was found to be merely an inconsiderable island. Another Dutch navigator, Hendrick Brouwer, sailed round its eastern and southern coasts in making a voyage to Chili. Upon that discovery being announced, the country which Tasman had called *Staten Land* lost its first name, and received instead, that of *New Zealand*, by which it has ever since been known. It was a considerable time after Tasman's voyage had been performed before any narrative of it was given to the world. An imperfect account at last appeared in Dutch, which was soon translated into English and French, and became very popular. But although more complete details of it were subsequently given, and especially by Valentyn, in his magnificent work on the possessions of the Dutch in the East Indies, published about a century ago, where we find the relation illustrated by copies of charts and views from Tasman's own journal, it was only very recently that the interesting document itself was rescued from oblivion. The public are indebted for its preservation to the late Sir Joseph Banks, who, having purchased the manuscript, which was written in Dutch, had a translation of it into

English; and this, accompanied by accurate copies of the principal drawings in the original, has since been printed in the third volume of Admiral Burney's *History of Discoveries in the South Sea*.—Royal Society record

[NOTE.—Quiros, in 1606, named his discovery *Austrilia del Espiritu Santo* in honour of Philip of Austria. Purchas, in his English translation of Quiros' voyages, published 1625, called it *Australia Incognita*. Dalrymple, in his collection of voyages (1770), suggests the name, and Flinders revives it, in the introduction to his voyage, to *Terra Australeas* (1814).]

The prepossession in favour of a Southern Continent was inveterate in the seventeenth and eighteenth centuries. When Tasman made the west coast of New Zealand, he was confident that at last he had discovered the west side of the long-sought *Terra Australis Incognita*. So late as 1771 Alexander Dalrymple, Hydrographer to the Admiralty, and the jealous rival of Captain Cook, published a collection of voyages to the South Seas with the express object of demonstrating the existence of a huge Southern Continent. The only part of the Pacific then unexplored was that lying between New Zealand and Magellan Strait. This gave nearly the area by which, by elaborate calculations, Dalrymple showed was necessary to preserve the equilibrium of land between the Northern and Southern Hemispheres. He therefore concluded that this space south of the equator must be almost entirely solid land. Within four years of the publication of Dalrymple's works, Cook, in his second voyage, by sailing over the site of the imaginary continent, finally dissipated the fable, and reduced this *Terra Australis Incognita* to the frozen mass within the Antarctic circle.—Notes re Abel Jansen Tasman in Hobart Museum Library.

In 1639 Anthony Van Dieman was Governor of Amsterdam. Tasman was on service which took him to the coast of China and Japan. Here reports were current of a golden island to the eastward. Tasman commanded one of the ships fitted out for the quest. After a long search over a wide area the venture was abandoned, with a loss of 50 of the 90 men composing the expedition. The Dutch were anxious at this time to discover the Great South Land, of which there had long been rumours. Already, before the expedition after the Golden Island, a Dutch ship found itself, by an error of latitude, off the coast of Western Australia. In a few years that coast was well known to Dutch mariners. Anthony Van Dieman at length fitted out an expedition of two ships to discover the Great South Land, with Tasman as commander, and Fischer, a famous pilot, second. These ships touched first at Mauritius, remaining there to refit and provision. They sailed and got down to latitude 49deg. They then fell off to latitude 42deg., and there struck the coast of Tasmania, somewhere near the entrance to Macquarie Harbour. Getting round to Bruny, they tried to make Adventure Bay, but were driven out. Thereupon they named Frederick Henry Bay, now known as Blackman's Bay. Sailing from the coast they made New Zealand near Cook Strait, and had an encounter with the natives. New Zealand, Tasman held to be the veritable Great South Land of these Golden Islands.—J. B. Walker, in Royal Society of Tasmania.

Abel Tasman discovered New Zealand, 1642. Captain Cook and M. de Surville approached the country about the same time. Surville approached it in a bight he named Lauriston Bay, which Cook called Double Bay. Mount Egmont was named by the Frenchman, Mascarin Peak, in the neighbourhood of which he landed.—M.S. in Hobart Museum Library.

We completed our stores of wood and water; we took possession in the King's name of the island of New Zealand, which the aborigines called *Eakenomaouve*, and which Marion called *France-Australe*. Cook had called it on his chart Bay of Islands, but which we named Treachery Bay.—Crozet's *Voyages*.

Under date 11th March, 1760, Cook writes:—We had now sailed round the land which we discovered on the 5th, and which then did not appear to be joined to the main, which lay north of it, and being now come to the other side, which we supposed to be water, a bay or low land, it had the same appearance, but when I came to lay it on paper I saw no reason to suppose it to be an island. On the contrary, I was clearly of opinion it made part of the main. At noon the western extremity of the main bore N. 49 W., and the land we had seen in the morning S. 59 W., distant about five leagues. It lies in the latitude 46deg. 31min. S., longitude 192deg. 49min. W., and is nothing but a barren rock about a mile in circuit, remarkably high, and lies five leagues distant from the main. I named it after Dr Solander, and called it Solander Island. The shore of the main lies nearest E. by S. and W. by N., and forms a large open bay, in which there is no appearance of any harbour or shelter for shipping against S.W. and southerly winds. The surface of the country is broken into craggy hills, of a great height, on the summits of which there are patches of snow. It is not, however, wholly barren, for we could see wood, not only in the valleys, but upon the highest ground, yet we saw no appearance of its being inhabited.

FIRST MAP OF NEW ZEALAND.

[Deposit of Sydney, Historical Record Office.]

Intituled: Chart of New Zealand in 1769 and 1770 by Lieutenant J. Cook, commander of his Majesty's barque Endeavour. Published as the Act directs, 1st January, 1772.

The coast line from Cape Saunders is traced with seeming accuracy. Stewart Island is put down as a club-headed peninsula with a narrow neck joining the mainland, situated well inside Foveaux Straits. The insets to this neck are named respectively South-east Bay, and that on Solander side South-west Bay. Between Cape Saunders and Molyneux Bay he appears to have stood well off the land. From thence he hugged the shore to an acute point at Bench Islet on the coast of Stewart Island at the entrance to the Strait. From the outlining of the coast inside the strait we may assume he got sight of the entrance to Howell's Roads, but it must have been a very imperfect view. Ruapuke Island is not marked, although in making tracks for Trap Rocks he must have sailed in close proximity thereto. Westward of Stewart Island he made a loop-line course, at one end of which he stood well in to Sandhills Point, south-west of Te-Wae-wae Bay. That position, if correctly marked on the chart, should have opened out Foveaux as a through passage. From thence he made off shore, and, before beating up again for the land, must have been well out in the neighbourhood of, although he did not sight, Snares Islands. Dusky Bay was the next point touched at.

TOPOGRAPHICAL, POLITICAL, ETC.

In both islands there are extensive lakes; and the rivers are also numerous and mostly navigable, generally running north and south, and branching off into others, from which run numerous streams and creeks. The rise and fall of the tide along the whole coast is considerable, but greatest to the southward. At Hokianga (which is to the northward) it is 14ft or 15ft in the springs. The harbours and bays are, perhaps, the finest in the world—and few countries, indeed, possess so many, capacious, safe, and easy of access. The climate is very healthy, and free from those hot and pestilential winds destructive to cultivation, which characterise the climate of New South Wales; nor is the thermometer subject to the sudden changes observable there. From all the information that can be collected, New Zealand is far from being thickly

peopled, but is rich, beautiful, and fertile. The Natives have an intuitive respect, blended with fear, for the English—the chiefs, for the most part, desiring to place themselves under British protection. They do not possess courage, but are cunning, easily taught, clever, fond of show, hardy, and capable of undergoing great fatigue. They require to be treated with a mixture of kindness and firmness. There seems yet but little prospect of uniting any number of the natives under one leader. They are subdivided into many small communities or families, without any one individual having the slightest recognised authority, and are excessively jealous of each other and of their equality. With the exception of slaves, they have no distinctions of rank, everyone, not a slave, being equal to every other. The elder of a family, in time of peace, meets with some little deference—in war, the most enterprising takes the lead. The property of the soil is well defined, their jurisprudence extensive, and its penalties are submitted to without opposition, even by the stronger party. We find amongst them none of the volatile spirits of the islanders in warmer latitudes, but a proud, haughty, independent race, who think deeply, reason acutely, compare the past with the present, anticipate the future, and are as dogged and persevering amidst their fogs as the Briton is in his.—Communication to Royal Geographical Society by R. W. Hay, 3rd January, 1834.

NATIVE CONSPIRACY.

The late arrival of the *Harriet* from New Zealand presents us with a picture of the natives of that island, by no means flattering to the humane wish for their civilisation. While the *Harriet* lay there, which was eight weeks (the greater part of which was in the South-east River), Captain Jones received repeated informations of plots, formed among the chiefs, for the capture of the vessel; but being always on the alert, the conspirators never had the opportunity of making the actual attempt. These islanders were aware of the conditions of Captain Jones's crew, nine of whom had refused duty; and as there were but few other Europeans, exclusive of the officers, on board, she being partly manned with Lascars, they encouraged their treacherous design, until the last moment of the vessel's stay. She arrived at the bay from hence, the 23rd of June, and had been more or less agitated with the apprehension of assault until the middle of August, when the conspirators, becoming impatient for the perpetration of their design, and, finding that they could not by any stratagem prevail on the Captain or officers to visit their villages (though frequently invited thither), the treachery assumed a bolder character, and at a little after daylight on the morning of the 22nd a fleet of war canoes, 11 in number, had just cleared a point of land that before screened them, and stood directly towards the vessel, around which a number of other canoes, with armed chiefs and natives, were already collected. The chief Bumorri, of whose perfidy Captain Jones had received repeated information, at this time drew alongside, intending familiarly to go on board as before; but this being refused him, and finding the ship in a thorough condition of defence, they thought it prudent to obey Captain Jones' orders not to presume to approach on pain of being fired into. The over-bearing insolence of the chiefs of this inhuman race of people it is impossible to form an adequate idea of. Their insults to Captain Jones and his officers and people were without parallel; spitting in their faces, and using menacing gestures to them on board their own vessel, was far from uncommon. And in their insolences they appeared to consider themselves protected by the consciousness of the ship's people that the missionaries on shore were always in their power, and that to incense these cannibal tyrants might provoke some act of vengeance upon them. Messrs Hall and King, two of the gentlemen belonging to the missionary establishment there, were frequently on board, and declared their situation among them to be far from enviable. The natives rob them of whatsoever they see and have a wish for; they break in ad libitum upon their

inclosures; destroy their garden fences; and in all respects behave towards them, as we are confidently informed by Captain Jones and Mr Chase, chief officer of the vessel, in a most insolent and oppressive manner. The plan laid to cut off the Harriet was by no means limited in its extent, as the chiefs and their sanguinary subjects were attracted by the hope of plunder from the River Thames, which is 208, and others, from places upwards of 300 miles, distant. Such being their present feeling towards us, vessels proceeding thither cannot be too well upon their guard against surprise, as we were not heretofore aware that treachery and a thirst for blood formed their leading feature, and opportunity was the only ingredient needful to avowed hostility, and success their countersign for universal slaughter.—Sydney Gazette, 20th September, 1817.

COOK STRAIT AN OCEAN HIGHWAY.

The Warspite, a vessel of 70 tons, commanded by the Hon. R. S. Dundas, put in at Queen Charlotte Sound, en route from Sydney to England. One of her boats, in charge of a midshipman, was seized, and the crew massacred. This occurred in 1827, but detailed particulars are not given in the records. The Maori tradition is that some interference had taken place with their women, whether by the sufferers or some others is not known. The Warspite voyage, however, has been rendered otherwise memorable. Hobart Town Courier, December 15, 1827, reports:—"The Warspite left Sydney on the 6th January. She is the first line of battleship that has ever circumnavigated the globe in crossing the 180th degree of east longitude from Greenwich. The day was therefore changed; the week was made to consist of eight days, having two Tuesdays in it. On the passage from Port Jackson to Valparaiso the Warspite went through Cook Strait between the two islands of New Zealand and Eaheinomawe and Pohnawentoo. These straits are not well surveyed, and the different points are incorrectly laid down, the only chart of them being by Captain Cook in the Endeavour. The conducting of a line of battleship through such a narrow passage (being only 11 miles across in one place, and little known), with a beating wind the whole way, required not only great strength of nerve, but a constant and vigilant look-out, together with the unceasing operation of keeping the lead going. With these precautions the Warspite beat through in six days, without an accident."

THE NEW ZEALANDER ABROAD.

Under the heading "A New Zealand Prince and Suite in Australia," the Colonial Times (Hobart Town, April 13, 1827) writes the following, evidently a skit, on the New Zealander abroad:—"We omitted in our last to report the arrival of the following distinguished passengers by the H.E.I.C. cruiser Research, Captain Dillon, which touches at New Zealand for the purpose of landing them in their native country. They are: His Royal Highness Brian Borombe, a New Zealand Prince, and Morgan McMurroch, a New Zealand nobleman, secretary and aide-de-camp to the Prince. These distinguished persons were brought from New Zealand by Captain Dillon in his ship, the St. Patrick, to India, where they have been treated with the greatest kindness by several distinguished persons. However, we cannot but express our astonishment in this enlightened age that a Prince of the Blood Royal of the mighty State of New Zealand, with his secretary, etc., etc., etc., should be suffered to enter the ports of Calcutta and Van Dieman Land without being honoured with a salute from either of the batteries. Smoke and fire is certainly due to their distinguished rank, and surely they will never be suffered to depart Tasmania without being popped at either from Mulgrave Battery or the shipping. His Royal Highness, attended by his favourite Minister and suite, parade the streets of Hobart Town in all the pomp imaginable. Although his

Royal Highness is very modest, and by his dress would only be taken for a Lieutenant-general in the British Army; but when his face, so beautifully tattooed, is seen, it strikes the mind with an impression not easily effaced. His Royal Highness, in the bloom of youth and vigour, seems highly delighted in the society of our Tasmanian beauties. Their sparkling eyes and ruby lips confound him, and from which nothing can distract his attention but a solid piece of good roast beef and plum pudding. We pity our country friends, especially the ladies, that they will not have time to pay their respects to the Prince—the first who ever honoured Tasmanian shores, with his Royal Presence."

Arrived here (Coves), August 14, 1830, the English ship *Lloyds*, Howe master, from London for the South Seas, having on board Teralu, the Sovereign of New Zealand, and his son, who have been to England to receive education, and are now going out to instruct their illiterate countrymen. Teralu's face is tattooed; he and his son affable, and speak English. Tasman discovered them in 1664. They were afterwards more fully explored by Captain Cook, who left on the island a great number of European poultry, which are now beyond all danger of being exterminated. He also planted several spots of ground with garden seeds, which flourished in great perfection.—English newspaper, dated January 5, 1831, in *Sydney Record* office.

EXAGGERATED NOTIONS OF THE SOUTH.

In Parliamentary Committee of 1838 we get the following:—"Mr J. B. Montefiore: I think the character of the natives in the south is less intelligent than those of the north. That may arise from their non-intercourse with Europeans. I do not think they would understand the nature of a bargain for the sale of their lands as well as the people in the north. The capabilities for colonisation of the northern parts of the Southern Island are very good, but not the southern part of that island. That part, I should think, was very bleak and cold, and not fit for settlement purposes. It is very mountainous country, a range of mountains running through the entire island. The people are not apparently of the same race, but they are similar in their habits."

Mr Herman Merivale, Permanent Under-secretary to the Colonies, in Parliamentary documents, 1835-38: "The Middle Island, as I understand, the slight rights the natives ever had, have been all but extinguished, so that the available land is practically unlimited.

In a MS. communication to the Governor of New South Wales (*Sydney Record* office), dated April 6, 1832, the writer says:—"I made strict inquiries as to European settlement in the south. The mate of the schooner in which I sailed to New Zealand had formerly lived two years in the South Island, and had frequently visited the fine bays as far south as Foveaux Strait for the purpose of buying flax and pork. He told me there were Europeans located all along the coast, and that their numbers were rapidly increasing. In the bays west of the strait a considerable number of timber gangs were located. The principal pursuit in these bays, however, was carried on by sealers and sealing gangs."

WILLIAM THE FOURTH RIVER.

In 1832 the author of the following, which is extracted from *Hobart Town Courier* of September 7, appears to have made his way to the head of the Pelorus, which he describes to be 50 miles long. Exercising the rights of discovery, he tells us he named it William the Fourth River:—"The

barque William IV., after visiting Entry Island, proceeded to that part of the coast of New Zealand which lies between Queen Charlotte Sound and Cloudy Bay. On entering the bay where the populous native settlement of Wickett is situated, Captain Steine found that a very large navigable river flowed into it, which he named William the Fourth River. He proceeded up a distance of 50 miles, when he entered a beautiful bay, surrounded with magnificent timber, interspersed with tracts of the richest soil. About 200 New Zealanders dwelt in a small village close to the beach, who seemed gradually to be acquiring industrious and civilised habits. By means of the traffic with the English they had obtained boes from the people at Wickett, with which they had broken up the soil, and were cultivating potatoes. Captain Steine found them of a very friendly and peaceable disposition, and easily prevailed on them to assist him in cutting the trees and loading his vessel. That part of the country never having been visited by any European, he named the bay Horne's Bay, after the owner of his vessel. The resident chief, named Tamoe, a very handsome athletic youth, and two others named Abuda and Chewack have come up in this vessel, on a visit to Hobart Town. Near the entrance of the River William Four, Captain Steine discovered another large river, which he named Queen Adelaide River. The whole of the country round those parts is under the domination of Kankatattoo."—Hobart Town Courier, 7th September, 1832.

NATIVE TROUBLES.

The devastating Te Rauparaha wars took place about this time. These, as we know, occasioned a great deal of complication throughout the south. Sydney records make no mention of them, and as for Hobart, its allusions are so fragmentary and tribal names badly rendered as to defy identification. Hobart Town Courier, December 9, 1836, reports:—"The natives on the northern side of New Zealand were on the march to the southern tribes, Robulla (Te Rauparaha), the celebrated chief, at their head. The movements of the savages have been protracted by a severe attack of the influenza, or a disease which was similar in every respect to that which had been so prevalent here and in Sydney lately. Captain Bruce, of the Sydney Packet, states that the whole of his crew were affected with the same complaint at sea previous to arriving at New Zealand. The natives threaten to kill the steward of the Sydney Packet for bringing (as they believed him to have done) this new disorder among them. The measles, which was conveyed to New Zealand some time since, we are informed, has carried off at least 600 of the natives, and many of them are so affected by the new disorder that they are lying about the place half dead."

We have been favoured with the following extract of a letter from New Zealand by the last opportunity:—"A circumstance occurred here a short time ago which, had it turned out otherwise than it did, would have rendered the situation of the European residents very unsafe. However, the result of the affair to which I allude was most unfortunate, and has doubtless struck terror into a tribe of savages, who were the aggressors. During the absence of a sawyer from his premises his house was attacked and stripped of every article, and his wife beaten and abused. This led to a determination on the part of nearly all the Europeans (upwards of 40) to resent the injury and insult. On making known their determination to Nene and Patawahue, two very powerful chiefs, who have ever been on friendly alliance with the English, they readily volunteered their assistance. The 40 or 50 English, under the command of generals, the Rev. W. White (missionary, principally armed with faith and works, despising the use of firearms), and Mr Russell (the head merchant there), took the lead. . . . The reserve, under General Nene and Patawahue, consisted of about 500 New Zealanders, under arms. This well-equipped little force, having marched for the enemy's pa or fortification, were

halted a short distance from it, when the Rev. Mr White and Mr Russell, accompanied by the two chiefs, advanced with a flag of truce boldly up to the pa, which was well fortified, and in the most pacific language remonstrated with them, disclaiming all wish to proceed to extremities, but at the same time assuring them that unless the stolen property was restored and reparation made to the injured party, the Europeans were bent upon revenge. I have been assured by a gentleman present that some of the chiefs whom they addressed wept in the expression of their regret, and stated that, as the property was not to be found, it could not be restored. They candidly admitted the offence of some of their tribe, and deplored the necessity of living with them. The storming party then advanced at the double, and on entering the fortification (which the enemy had abandoned on the departure of Messrs. White and Russell and the two chiefs) they put all the living in the garrison to death, consisting of 150 fine pigs, set fire to the pa and every house in it, and wasted their provisions and every potato they had in the flames. Thus reduced to ashes, wretchedness, and poverty, having lost all their seed potatoes, they retired to the woods. Shortly afterwards the Rev. Mr White and Mr Russell, with Nene and Patawahu, sought and came up with this unhappy tribe; and I am told the scene was most affecting. . . . They were all drawn up in line; they wept bitterly for the offence of a few, who had involved them all in such distress; shook hands most cordially with Messrs White and Russell and the two chiefs, whom they regarded as friends, and were by them brought back to their ruined pa, where, stimulated by the humane assistance of these gentlemen, they have returned to their former habits of industry. It is impossible to do justice to the hearts of these two good men, whose conduct has made a lasting impression on the minds of all parties. This I believe to be a true and faithful statement of the affair, and I will venture to hope our Colonial Government will not pass over in silence the very meritorious conduct of Nene and Patawahu, which cannot be made too public. — Hobart Town Courier, April 17, 1835.

December 12, 1839, the Port Philip Patriot records:—"By favour of Captain Leslie, of the Falcon, we learn the following particulars of an outbreak among the natives about eight miles from Kapiti: On October 16 the Notorowkow attacked the Nottyarber tribe at 3 a.m., while asleep in their huts. The alarm being given, the Nottyarber tribe immediately rose, and a dreadful conflict ensued, which lasted till 9 a.m. About 150 of the Notorowkow were killed, and nearly twice that number wounded, while on the other side scarcely one-fourth were hurt. So confident were the Notorowkows of success that they even brought ropes to bind their captives, as also accompanied by their women and children to enjoy the feast upon the slain after the contemplated victory. The Nottyarbers were as forbearing after their victory as they proved themselves courageous in the battle. They buried their wounded enemies on the spot, with all their accoutrements, many of whom were barely dead. A native missionary from the Bay of Islands headed the Nottyarber tribe until a reinforcement came from another pa, belonging to Wykanny, headed by a chief named Mychakakow, supposed by the old men to be the chief who killed Captain Cherry, of the Caroline, and who succeeded in gaining victory of the Notorowkow tribe. After peace had been restored, the Nottyarber tribe declared that their intention was never to fight unless in the defensive. The Tory arrived next day at Kapiti, and some of the chiefs of the Nottyarber tribe repaired on board to secure medical assistance, and the surgeon of the ship immediately started overland to the scene of action, and attended the wounded. The Nottyarbers attributed their victory to their having become missionaries. The country for some distance round was in a very unsettled state when the Falcon sailed, and the probabilities are the natives will have a general war. At present a complete stoppage has taken place in trade, and the Falcon was unable to procure a single basket of potatoes. The Land

Company, who went out in the *Tory*, had purchased the whole of **Port Nicholson**, and appointed a harbourmaster and a pilot."

[The *Tory*, being first of the New Zealand Land Company's vessels, sailed from Plymouth May 12, 1839, reaching Cook Strait August 17, 1839. At the time of its arrival the British settlers in New Zealand scarcely amounted to 1000 in all, of whom about 500 were settled in the north and about as many in Cook Strait and Banks Peninsula, further south.]

"NEW ZEALAND AS IT IS."

A page or two from a forthcoming publication is sub-title of the following, which appears in the *Australian* of September 20, 1839:—

New Zealand is a peculiar country—and *per se* in many respects, peculiar in its climate, soil, and natural productions, but pre-eminently in its inhabitants and mode of government. It is widely different from any other, either ancient or modern, that we have ever seen or read of, and from a combination of many circumstances it must remain so. A new and interesting experiment is about being tried there—or, rather, trying itself; colonisation is going on without any internal laws, and without any encouragement or aid from any regularly-constituted kingdom, country, or state. How far the experiment may succeed we dare not as yet foretell; probably it may bring forth the Utopia, which many have hitherto vainly and fondly dreamt of. At all events, it would not be cherishing too sanguine an expectation or hazarding too rash an opinion to say that it bids fair to out-rival hydrogen or bubble companies of South Australia; indeed, it is not unlikely that ere long it may advance more rapidly than New South Wales itself, however well manured the soil of the latter may have been by convict labour. But it will not bear comparison with New Holland. . . . The two countries are essentially different. If either or each of them come to the maturity of an independent and prosperous kingdom, they must be widely opposite in their productions and resources. New Holland must always remain a pastoral and consequently a thinly-inhabited country. Its climate, soil, and want of internal communication by navigable rivers must render the cultivation of it a precarious and expensive pursuit. New Zealand, on the other hand, if ever it flourishes, must do so as an agricultural country. Its capabilities in this respect are good. It abounds with navigable rivers and good harbours, and, although the soil in many parts is not of the richest description—probably not so much so as in New Holland—yet the regularity of the seasons will far more than outweigh any advantages that the latter may have over it. New Holland possesses, comparatively speaking, a very small extent of good land in proportion to the immensity of its desert and barren tracts. New Zealand, on the other hand, has little really bad or unproductive soil, although the greater part may never be cultivated owing to the irregular and broken surface of the country. The whole line of sea coast is bounded by steep hills, so sudden in their ascent that, even if the soil were good (which in many cases it is), it will still never be brought into cultivation except by manual labour; and the chances are that such a system of agriculture would not sufficiently remunerate the owner of the soil in a country where labour must of necessity be high. There are several good harbours in the Northern Island of New Zealand, the principal of which are Hokianga and the Bay of Islands. The latter is most frequented. There is one remarkable feature that surrounds it—namely, there is not a level spot where a town of any dimensions could be built, with the exception of that in the possession of Mr Busby, the British Resident, and that is not a desirable situation in consequence of its being in the first place exposed to the mouth of the harbour, and in the second on that (the west) side the water is shoal, and dangerous reefs extend a considerable distance from the shore directly opposite Mr Busby's. On the east side of the bay or harbour is the celebrated beach of Kororuaika, forming the segment of a circle, about one-third of a mile in length, and terminating

at about 100 yards distance from the sea in a swampy ravine. About 15 weatherboarded houses and as many huts, the remnant of a native pa or village, constitutes this apology for a town. The greater part of the European inhabitants are exclusively devoted to the honourable and lucrative profession of supplying the natives, sailors, and any of the biped fraternity with liberal potations of *aqua vitæ*. To such an extent is this infamous practise carried on that not long since a notorious crimp and grog-seller, by the name of —, secreted an American whaler that was on the point of sailing. This circumstance so enraged the Yankee captain that he determined with a zeal worthy of every commendation to take the law into his own hands, and to inflict upon the infamous grog-seller a punishment which his conduct so justly merited. Having procured the assistance of the crew of another ship, he landed at the head of his men, and commenced pulling the crimp's house to pieces; nor did they leave the beach until it was entirely demolished. Besides the grog-sellers in 'his wooden town there are two or three general dealers, two shoemakers, a self-elected and licensed auctioneer, a usurer, a Catholic Bishop, and two or three priests, a Belgium botanist, a surgeon, and a ratcatcher. There are five or six establishments situated on the bank of the river above Kororarika, having a respectable and picturesque appearance. The proprietors of most of them, like mushrooms, sprung from nothing, having been run-away mechanics from whalers or masters of small coasting vessels; and one in particular, who the other day kept a grog shop, now aspires to something like consular dignity. The state of society in New Zealand altogether is deplorably low—'even beyond the low reach of compare.' The cannibalism of the natives, horrid and revolting though it be, is not a whit more repugnant to the feelings of civilised men than some of the daily unblushing practices of the white population. The evil passions and propensities of our nature are here allowed to expand themselves to their fullest, and fearfulest dimensions without the slightest control. . . . Crimes of the deepest and blackest are not only every-day occurrences, but are even talked and boasted of by the canaille as if they were the perfection of excellence. The greater the villain, the more disgusting the blackguard, the worthier, the cleverer, and the better companion is the man reckoned. So gross and utterly regardless of decency are these people that, instead of endeavouring to conceal their infamous deeds, they take a peculiar delight in revealing them to one another. This is generally the only way of beguiling an evening. When acquaintance meets acquaintance the whole burden of their conversation is the rehearsal of all their feats in villainy since their former meeting. It is asserting nothing but truth when we say that offences most justly deemed in England worthy of death are here the boast of those who perpetrated them, so completely and thoroughly will the nature of civilised man become changed when left to itself, without fear of the vengeance of the offended law, or the reprobation of his fellow men. It will and has in this land of crime transformed itself into a condition far more debased than anything that natural savagedom has hitherto produced. The barbarian commits his savage and murderous deeds with a degree of simplicity or even innocence, consequent upon his state of ignorance; whereas the civilised savage exerts an ingenuity in planning and a refinement in executing villainy totally unknown to the other. That such a state of things should exist in New Zealand perhaps, after all, is not so much to be wondered at, when we consider the materials from which society is formed and the helpless condition of the country in regard to law and the power of quelling the outbreakings of vice and immorality among its inhabitants. Botany Bay has hitherto been reckoned the soil where crime flourished most and produced the heaviest crop, but her offspring—New Zealand—bids fair to rival her. It is well known that Botany Bay has for a number of years transplanted some of her choicest fruits into that country. They have fully proved by the luxuriance of their growth, the wisdom of the choice, and the perfect adaptation of the soil and climate to every Botany Bay production. New Zealand is, to all intents and purposes, its sublimate—a sort of city of refuge for its scapegoat malefactors, its lazy

runaway sailors, insolent rogues, and thieves. New Zealand possesses, as yet, nothing in the shape of a local legislature, nor is it in the least degree under the influence of law, either native or European. The Europeans are too few, too ignorant, and too licentious to wish to establish any form of authority that would at all tend to check or restrain their own unbridled and vicious passions. The power of the native chiefs is merely nominal; it has never, we believe, been very great, and it is now disappearing altogether. It is true, on extraordinary occasions, as in time of war, they can muster their men, but still each acts independently of the other. Self-interest and the feeling of danger will for a moment unite them, but when the storm has subsided every man is his own master, and returns to his former state of indolence."

COLONISATION AND SETTLEMENT.

Rev. Mr Marsden writes March 19, 1821:—"I think Government will be induced to attend to these islands, as they will be of national importance in time. New South Wales must be dependent on New Zealand for timber.

We are not surprised to hear of the numerous runaways in New Zealand when we recollect the three lately carried off from Preservation Island by the sloop Woodman. Perhaps they are not worth the sending for. The stern habits of the natives will not be slow to dispense the merited reward of justice.—Hobart Town Gazette, June 17, 1826.

Every vessel which leaves the harbour instructs us more and more of the necessity of strict scrutiny to prevent runaways. Attempts at escape are more particularly made on board whaling ships, which proceed to ports where there is no constituted authority or Magistrate, affords every facility, as at New Zealand and other islands in the South Pacific. It is well known that in New Zealand alone, about 100 runaways from sentence in these colonies are now at large. These being characters of the worst description, must do our nation considerable prejudice in the eyes of the brave and independent natives, who are well able to determine between good and bad conduct, but cannot be expected to make that distinction, which even we, in similar circumstances, could not judge between that self-degraded portion and the whole body of the English people. Whaling ships, being comparatively empty, offer many hiding-places for bad characters, who thus secrete themselves until they are fairly out at sea. The safety of the ship itself may thereby be endangered. One vessel, not very long ago, sailed in this way with no less than 40 runaways aboard, and without the knowledge of the ship's officers. We would therefore suggest a special constable should be placed in these ships in harbour, and fixed punishment assigned to these offenders.—Hobart Town Gazette, September 9, 1826.

In a savage state of society, such as New Zealand now is, every man is either a robber or the victim of robbery; it is a scene of universal violence and depredation. Yet this is what some writers call the reign of absolute liberty of the strong to tyrannise as they choose over the weak—which is an exact definition of an absolute despotism. Without protective institutions, such a country is also without all those things which are calculated to flourish under their protection. No arts or manufactures, or next to none—no general distribution of the people into trades or professions—no diffused appearance of general industry—no commerce, domestic or foreign—no coin or circulating medium.—these are a few of the more conspicuous deficiencies that must strike even the most ignorant observer of savage life, who has been accustomed to another condition of society. They will force themselves upon his attention, in fact, as he

looks even upon the landscape around him. The country is nearly a wilderness—all swamp or woodland, except a few scattered patches by the sea-side, or along the course of the rivers; the only cultivation to be seen is in the heart, or in the immediate vicinity of the villages: and these (how unlike the populous cities and towns of a civilised country, with their streets of palaces, and intermingled spires, and towers, and domes) are merely small groups of hovels, that dot the earth like so many molehills. Then, there are no roads, those primary essentials of all improvement; and, it is needless to add, no artificial means of conveyance from one place to another. To make a journey of any length is an enterprise of labour and peril, which can only be accomplished by the union and co-operation of a band of travellers. There is not an inn throughout the land—nor a bridge—nor a direction post—nor a mile-stone. The inhabitants, in fact, have not, in any sense of the word, taken possession of the country, which they call their own. It is still the uninvaded domain of Nature; and they are merely a handful of stragglers who wander about the outskirts.—Hobart Town Courier, May 7, 1831.

THE BRITISH RESIDENT ON COLONISATION.

(Despatch by James Busby, Esq., subsequently appointed British Resident for New Zealand—1831.)

The intercourse carried on between the colony of New South Wales and the islands of New Zealand is worthy of the attention of the Government, first, as it interferes with the efficiency of the former as a penal settlement. From the reports of those who have visited the coasts of New Zealand it is ascertained that numerous runaway convicts are living in that country and assisting in carrying on the traffic; and as the trade increases this evil will undoubtedly increase also, in spite of the strictest search it is possible to make of vessels leaving the harbour of Port Jackson, and the heavy penalties attached to the offence of assisting in the escape of convicts. This intercourse also claims the attention of his Majesty's Ministers, from the advantages which could not fail to result from fostering and protecting a trade that is calculated to open a very considerable demand for British manufactures, and to yield in return an article of raw produce not only valuable to England as a manufacturing country, but indispensable to her greatness as a maritime Power; and which the superiority of that power will always enable her to command independently of foreign countries. And, lastly, apart from all motives of interest, it is deserving of attention from the opportunities it affords of civilising and converting to Christianity one of the most interesting races of people which British enterprise has yet discovered, in any quarter of the globe. Though stained with the habitual practice of cannibalism, a crime more calculated than all others to excite the horror and detestation of the civilised world, the New Zealander will not, on that account, be debarred from the effects of the philanthropist; and he is possessed of many noble qualities, which cannot fail to excite the sympathy and to encourage the endeavours of those who may interest themselves in his improvement. The New Zealander's point of honour is revenge, and this he will pursue in spite of danger and difficulty. For this he will encounter every fatigue and submit to every privation. No distance of time or space will conquer his resolution. His whole soul is engaged in the pursuit, and he will be dishonoured among his tribe were he to sit down in quiet while the manes of his friends or relatives were unappeased with the blood of the enemy by whose hand he fell. With this spirit of revenge is also united in the New Zealand chief a nice feeling of honour on other points that concern his dignity, which leads him immediately to perceive and resent any slight or insult offered to his person. But he is not more distinguished for ferocity and cruelty to the enemy of his tribe than for a strength of attachment to his kindred, which will dissolve the savage

warrior in tears on the neck of his friend whom he meets after a long separation; nor is he less susceptible of gratitude for kindness than of indignation at injurious treatment. But although his glory consists in warfare, the New Zealander has not, like the native American, learned to despise the habits of civilised life; nor, like the savage of New Holland, is he incapable of appreciating the value of the mechanical arts, or insensible to the advantages of commerce: neither, like his brethren of the inter-tropical islands of the Pacific, is he enervated by a voluptuous climate, and furnished, by the spontaneous bounty of the soil, with a profusion of the necessaries and luxuries of life. His climate is not less favourable to exertion than exertion is necessary to his comfort, and if his wants are at present few, it is only because there is no security for his property beyond his war canoe and his arms. Those of his countrymen who have visited Sydney have often evinced a curiosity and penetration which would have been considered as the characteristics of an educated foreigner rather than of an unenlightened savage. Some of these visitors, who were treated with a degree of respect which enabled them to satisfy their curiosity without danger of insult, were observed to exhibit, by the objects which arrested their attention, a very high degree of mental activity and acuteness. They would examine most minutely into the construction of a piece of mechanism; and they were not satisfied to admire the showy colours of an English carpet without also comparing its texture with that of the mats manufactured by their own women. On the whole, their admiration of everything they witnessed and of those who possessed such things was unbounded. The vigour of mind and intelligence displayed by this people, joined to the many respectable, though misdirected, moral qualities they possess, are indicative of a state the most favourable for grafting upon them the improvements of civilisation and the blessings of Christianity, and will, undoubtedly, of their own accord, lead ultimately to these results without the intervention of the British Government. It would, however, be a cold and calculating policy which should not gladly embrace an opportunity for effecting these objects when arising out of circumstances upon which it has become necessary to act from considerations of a more interested character. It has been already stated that the asylum offered by the coasts of New Zealand holds out to the convict such a temptation to escape from New South Wales as greatly to lessen the efficacy of transportation to that colony as a punishment. On this ground alone it has become necessary that some connection should be formed with the chiefs of the former country in order that runaways may be delivered up to them, instead of being protected or tolerated by their people, as at present. And, with regard to the trade in flax, it has been shown to have now attained such a degree of importance as will undoubtedly secure for it from H.M. Government any protection comparatively to its importance which it may be proved to require. But from recent circumstances it has become extremely doubtful whether that trade can be longer safely pursued without some treaty with the native chiefs. The few observations I propose to add are intended to show that, in my opinion, without taking a formal possession of these islands, or forming expensive establishments upon them, it would be possible for the British Government, at little or no expense, to secure the two objects which more immediately concern Great Britain—namely, the delivering up of runaway convicts who might seek shelter on the coasts of New Zealand, and the protection and encouragement of the valuable trade which is already established. It is, I believe, generally known that the Church Missionary Society and the Wesleyan Missionary Society have, for a considerable number of years, had settlements on the Northern Island of New Zealand. A very considerable intercourse has accordingly taken place between the missionaries, some of whom are very enlightened men, and the natives. The Church Missionary stations are at the Bay of Islands and at Kidee Kidee, about 16 miles distant from that place, at which stations about a dozen missionaries, with their families, reside, and where they have established schools for the instruction of the natives.

The zeal of the latter in imitating the manners and customs of Europeans has induced many, even old men, to submit to the drudgery of learning to read and write, and, in the year 1828, about 100 persons, children and adults, attended the school at the Bay of Islands alone. The influence which the immediate benefits conferred by the missionaries upon the natives, and their disinterested conduct have procured, has been continually on the increase. But the missionaries complain that their labours are, in a great degree, counteracted by the licentious conduct of the crews of vessels which visit the Bay of Islands. And as power and authority in every shape command the highest respect of these people, and the missionaries, besides making no pretensions to authority, are often lessened in the eyes of the natives by the contempt with which they are spoken of by the seamen, their influence has little power over the conduct of the majority of New Zealanders, unless when strengthened by more interested motives. The conduct of the missionaries, however, in such parts of the islands as they have visited, joined to the opinions which have been spread of the power and wealth of the English by those chiefs who have visited Sydney, from almost every part of the coast, have produced a respect for the character of the English and a dread of their power that are not less universal than their desire to cultivate the trade from which they can derive such advantages. At the end of this paper there is a minute of the Committee of Missionaries of the Church Missionary Society, which was sent to the Rev. Mr Marsden, of New South Wales, in 1827, and which I have been allowed to transcribe. This document, while it throws light on the general character of the New Zealanders, proves that all the chiefs were not so devoted to warfare as to prefer it to all other pursuits, and that some of them were even willing to purchase a peaceful life by quitting their native country. It has been the opinion of Mr Marsden who, having the direction of the missions, has made frequent visits to New Zealand, and who is held in the highest respect by the islanders, that the great body of the chiefs would often decline to join the expedition of their leader if they could refuse with safety; and that nothing is more generally desired among them than the establishment of an authority that would secure a peaceful life to those who were desirous of it. A number of the chiefs of the Northern Island, to whom Mr Marsden recommended that they should make an end of their wars by electing among themselves a king to whom the whole should yield obedience, unanimously answered that no chief of an independent tribe would ever be brought to acknowledge the authority of another chief, unless he and his tribe were first reduced to slavery. But they as unanimously agreed that "if King George would send them a king" they would joyfully submit to his authority. Under these circumstances, it appears to me that if an authorised agent or resident were established by the British Government at the Bay of Islands, or at any other place which might appear eligible, and invested with the authority of a magistrate over his own countrymen, he would be able to enter into a separate treaty with each chief, or a general treaty with the whole, having for its basis the reciprocal security of British subjects and the natives of New Zealand in their commercial intercourse. Also the delivering up by the latter of all runaway convicts and persons not having authority from the British Government to trade in the islands. From the character and intelligence of the chiefs, there cannot be the least doubt of their capacity to understand the obligations of such a treaty, or of their power to cause them to be fulfilled; and also, that the whole number of chiefs could be made to guarantee their performance by each separate individual. But, indeed, nothing more would be requisite to bring the most refractory of them to reason than to prohibit the trade to his district till he should see fit to fulfil his obligations. It would be necessary to enter into a separate treaty with the chief of the Bay of Islands tribe for the cession of a tract of country at that harbour, and for the property of the harbour itself, reserving to the natives its free navigation. A similar right might also be acquired at the River Thames, on the eastern coast, and at some other harbour to the southward; and from

the numerous British and American whaling vessels which call at these harbours to refit it is probable that a small duty levied upon each for permission to wood and water would cover all the expenses of such an establishment; or, if not, a small fee made payable at the Custom House of Sydney, on the clearing out of vessels for the New Zealand trade, would make up the difference. Without assuming any authority over the natives beyond what might be voluntarily conceded to his character, or attempting any interference in their internal government, except by persuasion and advice, it is beyond a doubt that the influence of the resident would be sufficient to induce the New Zealanders to abandon the worst practices to which they are at present addicted, and which, even now, a respect for the opinions of Europeans leads them to conceal and deny; and that, joined to the exertions of the missionaries in their education and the humanising influence of commerce and the domestic industry it would produce, their respect for the British character would lead them at length to abandon the ferocious character of the savage and the cannibal for the principles of a milder religion and the habits of a more civilised people.

Copy Minute of the Committee of the Missionaries attached to the Church Missionary settlement at New Zealand, referred to above:—

Mr Williams calls the attention of the Committee to a subject left by Mr Marsden for their consideration—namely, the formation of a settlement in New South Wales for New Zealanders, in consequence of the applications made by various chiefs who are anxious to avoid many of those evils which they cannot avoid in their own country. The following questions were proposed:—

I.—Does the present state of the New Zealanders render it desirable that any such settlement should be formed? It is thought desirable unanimously—(1) Because those natives who wish to abstain from war are unable in consequence of the threats with which their friends intimidated them in case of their refusal. (2) Because those who wish to adopt habits of civilisation cannot, inasmuch as property is never safe. (3) Because there are many peaceable chiefs, with their tribes, who are now in continual fear from their more powerful neighbours, the Ngapuhis; to which may be added that there are some tribes in the Bay which have been broken up by them, and are now living in the same uncertain state. (4) As a refuge for slaves, who now are unable to possess property, or to marry, and are not certain of their lives for a day: whereas there are several living at this time with the missionaries, who are anxious to change their condition. (5) In order that Natives from other parts of the islands who now, owing to the perpetual warfare which exists among the tribes, are, and must be, excluded from religious instruction, may thus be brought together for their own benefit and be prepared for future usefulness among their people, in which case a union might be prepared for the tribes which now is impracticable. (6) As a refuge for the body of missionaries in New Zealand, where they might still continue their labours, in case any violence should take place on the part of the natives, such as they are frequently threatened with, and of which there has been already an awful example. (7) Because frequent applications are made by various chiefs requesting to have a settlement formed for them in a distant land, where the advantages mentioned can be secured to them.

II.—Mr Masden having suggested that a settlement for this purpose may be formed in the neighbourhood of Parramatta, the opinion of the Committee is asked relative to this situation.—It is unanimously disapproved—(1) Because the New Zealanders, like the aborigines of New Holland, being so near the Europeans, could be kept under no restraint by the missionaries, but would be continually liable to stray. (2) Because the New Zealander, being unacquainted with English laws and customs, would be in continual broils with the Europeans, and the punishments they might receive in consequence would very much endanger the safety of the missionaries in New Zealand. (3) Be-

cause the New Zealanders would be established in all kinds of wickedness by their intercourse with prisoners, which would very much preclude the hope of rendering them a benefit, either temporal or spiritual. (4) Because a sufficient portion of land cannot be procured to supply the purposes of the settlement near to Parramatta for the number of natives who wish to go. (5) Because the expenses of the settlement would be very much greater in the immediate neighbourhood of civilised society; because the natives would be dissatisfied unless they were clothed and fed as Europeans.

III.—At what distance from Port Jackson is it thought that such a settlement may be formed?—At not less than 100 miles from Port Jackson.

IV.—What expense is it thought would be incurred in forming such a settlement?—For the Europeans who may accompany the settlement, it is considered that the expense will be no greater than if they were in New Zealand. For the natives, it is calculated that £5 a head would supply them with food and blankets for the first year, after which they would render themselves independent. The children in the school and the natives in employ would be at the same expense as in New Zealand.

V.—What number of Europeans will be required to attend to a settlement formed for the above purpose?—Not less than three.

VI.—Whether it is desirable that all or part of this number shall have lived in New Zealand, in order to become acquainted with New Zealand manners and customs?—It is unanimously considered that not less than two who have resided in New Zealand.

The Mary and Elizabeth, now undergoing extensive repairs in the King's Docks, will when ready for sea be stationed at New Zealand, where Government has, it appears, finally resolved on fixing an establishment for the purpose of affording protection to the natives, and deciding any question that may arise amongst the Europeans visiting the coast. The commanding officer of the troops and the captain of the Mary and Elizabeth will, it is understood, form a bench of magistrates in the first instance. The growing importance of these islands and the facilities they afford to many runaway prisoners from the colony renders such a step as the present highly necessary.—S. Gazette, October 8, 1831.

A deputation from the Sydney Chamber of Commerce took the opportunity of submitting to his Excellency the necessity of having in New Zealand a resident representative of the British Government, especially as the chiefs had themselves voluntarily requested British protection. His Excellency paid the most candid attention, and promised to take them into his earliest consideration. When the business had been gone through his Excellency assured the deputation that the commercial interests of the colony should ever have his utmost support, and that he should at all times be glad to combine with the Chamber, or to give personal interviews to its deputation. The deputation retired highly gratified with the interview, and with the fullest confidence that in Governor Bourke the commerce of Australia would find a firm and steady friend.—Chamber of Commerce Minute, December 15, 1831.

New Zealand is spoken of as likely to be shortly colonised—its timber and hemp being great inducements. Great consternation prevails among the runaways at the prospect of a British Resident being sent to New Zealand, and they are taking every opportunity for leaving.—Hobart Town Gazette, March 29, 1833.

APPOINTMENT OF BRITISH RESIDENT.

Sir Richard Bourke, K.C.B., Governor of New South Wales, writes James Busby, Esq., of date April 13, 1833:—You will proceed to New Zealand in his Majesty's ship *Imogene*, commanded by Captain Blackwood, who has been requested, not only to afford you protection in case of any untoward event, but the countenance and support which the presence of one of his Majesty's ships of war is calculated to afford as well, upon your first arrival in the country, as during your conference with the chiefs. If your proposal to reside, in an accredited character, in New Zealand shall be received by the chiefs with satisfaction, which from the tenor of your address to his Majesty, there is little reason to doubt, you will confer with them as to the most convenient place for establishing your residence and claim their protection. If you find it necessary to offer such chiefs or grant any presents of considerable value, they shall be furnished on your application.

He is informed he cannot be clothed with legal power to arrest British subjects offending against the law, as an act to that effect had not been passed. He is counselled to rely upon his influence with the chiefs for enforcement of his measures. Transports, felons, and offenders from other colonies to be arrested and forwarded to Sydney. He was also exhorted by his mediation to prevent inter-tribal conflict and warfare.

Mr Busby, the new British Resident at New Zealand, arrived at the Bay of Islands in H.M. ship *Imogene*, May 5. Owing to the stormy state of the weather the ceremony of landing did not take place till Friday, the 17th, when the party landed and proceeded to the missionary village, a short distance from the beach. They were received by three white-headed chiefs, who, as the editor of the *Sydney Gazette* expresses it, rising in succession, welcomed them in a short speech, delivered with so much gesticulation as to resemble a dance. The main body of the chiefs and warriors then advanced with great noise and clamour; they were then arranged in a dense, but regular, body, when they commenced the war-dance of the country, wielding their muskets with great force, and going through evolutions; the tendency of their movements being to create a feeling of their power and force; after which they quietly seated themselves, when six or eight of the chiefs delivered in succession a short speech of welcome. The latest speakers making a way, the party advanced through the troops, preceded by one of the chiefs wives, in a kind of dance. As soon as the natives had passed they commenced firing their muskets and making a dreadful shouting. Amidst the smoke and noise the party made their way to an enclosure in front of the chapel, which is situated about the centre of the missionary village, where a table had been placed for the Europeans. Captain Blackwood was seated at Mr Busby's right hand, and there was a space for the Rev. H. Williams at his left, he, however, remaining standing. In the meantime a crowd of natives came pouring in, and Mr Williams and the other missionaries were employed in arranging them in a semicircle in front of the table, with their chiefs before them. When the chiefs had taken their places, Mr Busby rose and produced the following letter from the King, which he read, and a translation of which Mr Williams read in the New Zealand language:—

Lord Viscount Goderich, one of the principal Secretaries of State to his Majesty the King of Great Britain, to the Chiefs of New Zealand.—Friends.—I am commanded by the King to acknowledge the receipt of the letter which you addressed to his Majesty, and which you entrusted to Mr William Yate to forward to England. The King is much gratified to find that the cause for alarm which appears to have existed at the time when

your letter was written has entirely passed away, and he trusts that no circumstances may occur in future to interrupt the tranquility of New Zealand, which is so necessary to the maintenance of a close commercial intercourse between its inhabitants and those of Great Britain. The King is sorry for the injuries you inform him that the people of New Zealand have suffered from some of his subjects. But he will do all in his power to prevent the recurrence of such outrages, and to punish the perpetrators of them according to the laws of their country, whenever they can be apprehended and brought to trial; and the King hopes that mutual goodwill and confidence will exist between the people of both countries. In order to afford better protection to all classes, both natives of the island of New Zealand and the British subjects who may proceed, or be already established there, for purposes of trade, the King has sent the bearer of this letter, James Busby, Esq., to reside among you as his Majesty's Resident, whose duties will be to investigate all complaints made to him. It will also be his endeavour to prevent the arrival among you of men who have been guilty of crimes in their own country, and who may effect their escape from the place to which they have been banished, as, likewise, to apprehend such persons of this description as may be found at present at large. In return for the anxious desires which will be manifested by the British Resident to afford his protection to the inhabitants of New Zealand against any acts of outrage which may be attempted against them by British subjects, it is confidently expected by his Majesty that, on your parts, you will render to the Resident that assistance and support which is calculated to promote the object of his appointment, and to extend to your country all the benefits which it is capable of receiving from its friendship and alliance with Great Britain.—I am, your friend, GODERICH.

“Colonial Office, Downing street, June 14, 1833.”

While his Majesty's letter was reading all the Europeans present rose and took off their hats, and remained standing and uncovered until it was finished. After this, about 15 of the chiefs delivered their sentiments in succession; and although their speeches contained little more than a welcome, they were delivered with abundance of animation and gesture. A blanket and several pounds of tobacco were then delivered to each of the 22 chiefs who were present.

After the assembly broke up, the Europeans of the party adjourned to the house of Mr H. Williams, where he entertained 50 persons with a cold collation, and in the meantime the native kitchens began to pour forth their contents. The strangers were seated round the plot, in front of Mr Williams's house, and the natives belonging to the missionary establishment, to the number of 30 or 40, began to bring in the viands. The potatoes were brought in small baskets, made for the occasion of a kind of flax, and which are never used a second time.

The joints of beef were carried in the hand, and the procession moved forward, everyone singing or shouting, and holding his or her portion as high as possible. The stranger natives were quiet spectators of the scene. They went and came in this order five or six times, and no sooner delivered their burdens than each tried to outstride his neighbour to obtain a fresh one. After all the potatoes, beef, flour, and porridge had been brought in this manner, the leading natives of the mission divided them into portions, according to the number of the tribes. None of the strangers, however, moved from their seats till one of the stewards went round with a long rod and pointed to each tribe the portion allotted to it. Most of the beef and potatoes they carried to their canoes, and out of 600 who partook, in a very short time the greater part had departed to their homes.—Hobart Town Courier, July 26, 1833.

Declaration of Independence proclaimed early in 1835. The 'Alligator' went with Captain Lambert, and three different flags were presented to a number of the chiefs, and they chose one of their own, with the understanding Great Britain would acknowledge it and afford it protection. These flags being spread out before them, one was selected, and Mr Busby was established as Resident from the time of giving the flag.—Captain R. Fitzroy, in Select Committee.

CONTEMPORARY OPINIONS RE COLONISATION.

In the first place, the missionaries have been invariably against Europeans settling in New Zealand. Of course the natives regard the missionary ideas on the subject much, but as far as I have heard from other Europeans, many of them would like it much, because if they plant they do not know whether they will reap what they have planted, in consequence of the continual war amongst them. They would undoubtedly look to the introduction of more Europeans as a mode of introducing quiet into the country. There is no nation more intelligent on land or any other subject. As a proof of that, there is at present sailing out of Sydney a New Zealand chief of the tribe of Waitangi in the Bay of Islands. He is chief officer of the Earl Stanhope, whale ship, and if he had not been a foreigner he would long since have had command of the vessel. There are at present sailing on the Pacific ships with cargoes worth £20,000 and upwards steered by New Zealanders day and night. When they had an opportunity for being instructed they have shown great ability. Their farms have astonished every stranger who has seen them. Everyone is surprised at seeing the beauty of their land: the weeding of it and the regularity of things generally.—J. S. Pollack, in Select Committee, 1837.

The colonising scheme is, in the judgment of the Mission Society, founded on injustice, and calculated, if carried into execution, to hinder the progress of the mission, and to intercept its civilising influences. The society has therefore determined to give the scheme all the opposition in their power.—Report of Committee: Church Mission Society.

Certainly no authority should be assumed by the Government that would infringe the sovereign rights of the Natives. Interrogated:—You are understood to say the objection of the Church Mission is not only to the particular mode of the settlement of a colony as contemplated by the New Zealand Association, but that the objection is to European colonisation altogether?—Yes, under the sanction of the Legislature and the Government. There is no arrangement which would carry British authority and government into the island, and, by consequence that administration of coercive authority over the colonists, but which, from their position, must necessarily be very large, and which, being exercised at such a distance from the parent State, increases the danger of its being abused.—Dundas Coates, secretary to Mission Society, and Rev. John Beecham, in Select Committee.

Up to what point in civilisation the agents of the Missionary Society can be advantageously employed is, perhaps, a problem that has not yet been solved. We have recognised principle of this kind in dealing with countries in rather a different state from New Zealand. When the operations of the missionaries have arrived at that point at which the systems of the Church of England are administered here, then, in that case, the period for the exertions of the Missionary Society has ceased. But, with reference to such a country as New Zealand, I apprehend that period must at present be distant, and therefore the probability is that the sphere of exertion of the missionaries will continue a considerable time to come, if not prematurely broken in upon by the introduction of colonists. At the same time, I should say, very dis-

tinety, that the Church Missionary Society have the strongest objection to missionaries being employed in any way beyond their proper province as religious teachers and instructors, and that whatever assistance they may have hitherto given Mr Busby, or which they might give to any authorities in the island, would be to the most limited extent, and only as a temporary arrangement, but certainly not with the view of that forming an integral part of our operations.—Dundas Coates and Rev. J. Beecham, in Committee.

Replying to the question, If the Government is to become a Native Government, under missionary regulations or dictation, would not that bring the missionaries always into action in all the civil affairs and business of the country?—Certainly. For my own part, I never contemplated the missionaries being placed in the way of dictation or of direction to the natives. I presume the missionaries in New Zealand, as the missionaries in some other districts of the South Seas have done, would, when the chiefs themselves were in want of the means of administering a salutary government, give them counsel and information on that or any other point affecting their interest, which might enable them to carry out their views; but beyond that point I do not anticipate the agency of the missionaries would be ever employed, and I believe they would lose their distinctive character by any such employment.—Dundas Coates and Rev. J. Beecham, in Committee.

New Zealand is not in that forward state of civilisation which you may be led by different reports to entertain. To raise a barbarous nation is not the work of 20, or even 40, years, with the slender means which have been employed. The Europeans living here hinder, rather than forward, the work, and what could the missionaries have done had not their weapons been mighty through God. It was by dint of labour and exertion this mission was begun, and it requires the same to continue its operations.—Mr King, a missionary in New Zealand, and quoted by Coates and Beecham in Committee.

The state of European population is bad as it could be. It was at Kororarika; I do not think I ever saw such a bad community. There was drunkenness and profligacy of all kinds.—Rev. F. Wilkinson, in Select Committee, 1838.

I know captains of such bad character go to New Zealand that I would believe almost anything of them. I never trusted myself on shore at night on Entry Island.—J. B. Montefiore, in Committee.

Morality is at the lowest possible ebb, and it is much the worse amongst tribes frequented by sailors. Kororarika Beach is proverbially one of the lowest places—one of the most degraded, even amongst the natives themselves. The women are very much affected with venereal disease of the most virulent type. I apprehend there is not one in fifty of these women without the disease, and that one may be the wife of a chief. Frequently the English will go to the masters of vessels; they first of all barter with the natives, and take their women on board and get the highest price they can for them. One man I knew was in the habit of taking pigs and women at the same time to vessels—selling the pigs and the use of the women for the time being all in one lot. The women were to return again. Sometimes the women go to sea. Two or three instances I know of masters of vessels giving as much to their women as about £100 each, and carrying them off with them on their voyage. Then they leave them on the islands—they go out for three months, and leave them there, or take them with them, according as they can agree with the women themselves. Speaking generally, all the ships there have women on board in great numbers.—J. Wilkinson, in Committee.

The missionaries take very little pains with the whites. Indeed, not the slightest. They have every possible ridicule cast upon them by these people.

So much so that they have abandoned every attempt to improve them, and merely act with the natives. They have given up arguing with the ship masters, finding it entirely fruitless.—Wilkins, in Committee.

A New Zealand woman will not kill her children until she has seven or eight of the family alive.—Evidence given by Nayti, a Native, in Select Committee.

The majority of persons are persons of irregular conduct and infamous character. My own servant recognised two persons whom he had known when a constable as convicts in Van Diemens Land. I presume they had escaped. There was another whom a fellow passenger in the same ship with me happened to meet when he was in half uniform. He got out of his way with every expedition. They almost all sell spirits. Our own ship was placed in very serious peril in consequence of their supplying some of the crew repeatedly with spirits. We were obliged to tie one of our men up.—J. D. Tawell, in Select Committee.

[Mr Charles Enderby on the subject in Select Committee.]

Have you ever brought any of the natives home in your ships?—A good many of them.

Do they appear to take to the usages of civilised life readily?—Perfectly so. Unfortunately, when they return home they return to their native habits very soon; but we do not find them quit our vessels; they have continued with us many years.

You mean they return to you every season?—Yes; we have got two men that have been in our service nine years.

Have you ever had any conversation with them as to their internal regulations or the habits of their tribes?—I have had conversations with them upon that subject, but they do not seem to be well acquainted with their own country.

Can you give any evidence to the committee as to the necessity of establishing law in New Zealand, arising out of the want of control now possessed there, for the purpose of repressing the excesses committed by the crews and other persons belonging to whale ships and other vessels?—I believe the whaling ships have caused, in the first instance, the disturbances that have originated in New Zealand. It has been a fishing station for a number of years, and the whale ships visiting there, the crews have continually deserted; they have found the natives receive them favourably; and after establishing themselves on shore, and opening liquor shops, they have induced the crews of the other ships visiting there—English and American—to desert their ships. Such is the state of disorder in this island that it is impossible to control our crews; they seize the boats—in fact, the crews during the time they are there are in a constant state of mutiny, because they apprehend that there is no law to repress them. The French and Americans have brought vessels of war there, and they have a certain degree of protection, much more than our British ships have.

You are of opinion that it is absolutely necessary that some controlling power should be vested in some British authorities in New Zealand for the purpose of repressing these disorders?—Certainly.

The French ships of war are for the purpose of protecting the fisheries?—They are.

Do you conceive that great difficulties might be apprehended from a partial settlement of the island?—Considerable quantities of oil are produced at the present time by American and French fishing vessels; and if the whole islands of New Zealand are not colonised by the British, the French and American settlements will be transferring their oil to the British settlements, and thus introduce it as of British fishing.

Have not the natives of New Zealand a considerable aptitude for the sea?—We have a good number of them in our employment; we have several at this time; we find them much more peaceable and better conducted altogether than the English sailors; they are much more under control and command.

And capable of acquiring a knowledge of navigation?—Perfectly so.

From what you have seen and heard of them, do you believe that there be any indisposition on their part to the assumption of the sovereignty of the island by the Crown of this country?—I should say not the least.

Is there a disposition generally on their part to amalgamate with Europeans?—Yes; they look up to the English more particularly than to any other European people.

Is there a disposition to acquire the manners and customs of civilised life?—Yes.

Are there any suggestions which you would offer to the committee with regard to the proceedings of this country in New Zealand?—There was one point on which I wished to offer a suggestion: that, in the event of colonising New Zealand, which I think is absolutely necessary, no port charges should be levied on whaling ships; otherwise the evils that have now been created in New Zealand will only be transferred to some of the other islands. Port charges were levied in New South Wales, and the vessels consequently visited the Bay of Islands, and thus the evil was created there; and I feel assured that if port charges were levied upon whaling ships which are at liberty to visit any island, and which merely want refreshments, the evils which have been now created in New Zealand would probably be created in New Guinea or some other island. But it is absolutely necessary to establish some law in New Zealand, and I cannot see any way in which that can be done except by colonisation—establishing some form of government there—for the natives are wholly incompetent to form any government for themselves.

In so distant a voyage you are obliged to stop at some place like New Zealand to obtain refreshments?—We must do it. No place is so convenient for that purpose as New Zealand. It is in the heart of the fisheries, and it is in the direct homeward track of vessels from New South Wales through Cook Strait.

Are you of opinion that a considerable and valuable export trade might be created, by your being enabled to freight your homeward-bound vessels there, in the event of New Zealand being colonised?—I do not think that would apply to whaling ships, but it would afford an opportunity of obtaining natives of New Zealand in greater number for the whaling ships, and we should then navigate with them. According to law, we are now prohibited from taking more than a certain number of foreigners; we should then be able to take them when we arrive upon the whaling ground, and dismiss them when the whaling voyage is terminated, saving expense upon the outward and homeward voyage.

NEW ZEALAND COMPANY'S COLONISATION SCHEMES.

The report of the Peers' Committee on "The Present State of New Zealand and the Expediency of Regulating the Settlement of British Subjects Therein" has been in our possession for a considerable time, but from various causes we have been unable until now to address ourselves to the very brief and indefinite resolutions of which it exclusively consists, and still less to the voluminous appendix of evidence whereon that resolution has been founded. Whether the colonial possessions of the Crown ought or ought not to be extended is a question which their Lordships purposely abstain from giving any opinion about, and after declaring that "the exertions which have already beneficially affected the rapid advance of the religious and social condition of the aborigines

affords the best present hopes of their future progress in civilisation," they simply subjoin a recommendation that those exertions ought to receive support "in whatever way it may be deemed most expedient to afford it." This is in truth the sum, and nearly the ipsissima verba, of their report. In other words, while it distinctly appears from the evidence that the beneficial exertions in question are none other than those of the Church and Wesleyan Missionary Societies, the noble committee cautiously decline to state what kind of support should be given to these exertions, through what agency or channels it should be conveyed, from what quarter, private or public, it should emanate, as well as under what regulation it should be placed. From all this we are entitled to infer that the divers colonisation schemes, prospective profits, and Arcadian visions of the New Zealand Association have found marvellously small favour in their Lordships' eyes—an inference which we feel confirmed in by the fact that that sordid imposture has received this dry treatment from the committee, not in the absence of abundant evidence in its favour, but in spite of the earnest and tradesmanlike evidence of many of its office-bearers and expectants, who from one cause or another constitute a majority of the witnesses. But, although the terms on which the committee have reported the result of their inquiry is sufficiently laconic and vague, it is due to their Lordships to say that their numerous interrogatories were put throughout with admirable precision, depth, and consecutiveness. Each of the witnesses had a full and dispassionate hearing—in some instances even to repletion. A few of them, we suspect, had a rather fuller examination than they altogether cared for; while the New Zealand philanthropists, who are understood to court publicity for their plans, were favoured with such a flattering scrutiny as entitles the substance thereof to be transferred to our columns, which shall be done for them by-and-bye with a candid and impartial hand. Before proceeding, however, to an analysis of their evidence, there are various little facts and cross lights elicited by the committee which, as serving to illustrate the true objects of the New Zealand Association, have a prior claim on our notice. Be it known that the Earl of Durham, as head of a certain mercantile company, lays a claim to about a million of acres, wheedled out of the native chiefs, at a price not exceeding £50 for the whole. With a view of getting this transaction ratified and legalised, his Lordship agrees that in the event of the association obtaining a charter from Parliament or the Crown, the immense territory thus grasped at by himself and partners shall, for a suitable consideration, be disposed of to that body, with whom he has not only joined in trade, but actually adjusted the terms of the transference to the satisfaction of both parties. His Lordship, in contradistinction to Baron Thierry, who is also a large claimant may be designated, not unfitly, Baron Practice. In fact, the French Admiral's pretensions are as nothing, compared with those of the noble Earl; and if any persons have wondered what it could be that made Mr Gibbon Wakefield such a pushing abettor of this New Zealand job, the circumstance of that gentleman being taken by his Lordship under his vice-regal wing to Canada as a temporary solatium for the non-realisation of their Polynesian hopes, affords a disclosure intelligible, we think, to the blindest bat in Christendom. Again, one of the witnesses examined by their Lordships was Lord Petre, a committeeman of the New Zealand Association. His Lordship, a very downright personage, while acknowledging that he is "not very minutely acquainted with the objects and plans of that body," frankly declares not only that "the members who attended its meetings are interested;" but, having an intention of sending out one or two of his own sons, "he expects pecuniary advantage therefrom;" and adds, "all the gentlemen I have been in communication with seemed to view it in much the same light as I did myself." Moreover, "one or two connections" of his Lordship "having large families" have spoken to him very seriously upon the subject, considering it likely to furnish office or land or employment for them; in short, that it would be "advantageous to their general prospects." Identified with Lord Petre in aim and expectancy, though much more chary in confessing it, is a Dr G. S. Evans,

an active partner of the New Zealand firm, whose evidence is given at great length. This gentleman, it appears, is a barrister "not now practising"; but, although he is "living on his property," he is so satisfied that a change might better the circumstances of his family that, provided arrangements can be made for their "comfortable existence," he is determined to emigrate to New Zealand with his wife and children. Doubtless a barrister might chance to be very useful there. Various offices must probably be set a-going and salaried, which none other than an able gentleman could fill. Moreover, the existing European settlers, whatever their successors may be, are little better than lawless depredators. Even the natives, with all their advanced civilisation, are but a litigious set of rogues at best. Wherefore, as there must be no lack of practice for a sound and experienced lawyer, it is not surprising that Dr Evans should be casting about for a share of it in reasonable time, especially as he declares that unless quick work be made in chartering out the association, "next year we fear the colony will fall into the hands of adventurers." The learned pleader conceives that convict labour or slavery is absolutely indispensable to the establishment of the settlement. But the most remarkable evidence of all is that of the Rev. Dr Hinds, a clergyman of the Established Church, who has embarked in the association, and given his testimony with such original views of justice and morality as entitles it to distinguished attention. The rev. gentleman, being, of course, unaware that the Committee of the Church and Wesleyan Missionary Societies have loudly protested against his darling project, declares that their New Zealand Missionaries, differing from their respective boards (of which there is not the slightest proof), "are decidedly witnesses in his favour." And, besides being a strenuous advocate for the Christianisation of the aborigines, Dr Hinds assured their Lordships that "even a bishopric is proposed," with the view of facilitating that object; whereupon, on the committee reminding this gentleman that his association's bill only provided that emigrants might be permitted to apply for the appointment of a bishop—a privilege which they would surely possess irrespective of any such permission at all—the reverend deponent, finding that he had presumed too much on the ignorance of his interrogators, was fain to reply, with somewhat baffled brevity, "Just so." It is also asserted by this disinterested and respectable clergyman that the projects of the New Zealand Association are to be prosecuted on a trust footing, as it were, for the ultimate benefit of the natives; nay, he even goes the length of saying that "the New Zealander, as soon as he is capable of it, may become Chief Justice, Governor, or Bishop, or hold any other office!" Just so, Dr Hinds, and may we all live to see it.—The Times (London), October 19, 1838.

ANGLO-ZEALAND LOTTERY.

A novel and interesting scene might have been witnessed on Monday at the rooms of the New Zealand Land Company. The purchasers of land in the first township of New Zealand, or their representative, had met to see the drawing of lots by which the order of choice was to be determined. Persons of rank and both sexes had then and there assembled. Lords and "gentlemen well born and bred, with ladies fair" matrons and maidens, were met to try their fortune, among grave men of business and of science, comprising not a few who, with Penn's faith, inherited his colonising propensities. Ladies were perhaps the most daring speculators; but the fact that in the course of five weeks £100,000 had been paid by persons of all ranks for 100,000 acres of land lying somewhere near the Antipodes, and not yet even surveyed, proves that the colonising spirit for which the Anglo-Saxon race have always been renowned yet lives and gains strength in Britain. Perched on a table at one end of the room stood a beautiful boy, about to dispense the gifts of fortune from a couple of tin boxes. For an anxious moment, as each lot came forth, doubtless the imagination of many stretched far into futurity, and they beheld in their mind's eye splendid towns, with churches, theatres, market places,

docks crowded with argesies, even palaces and parks, in the land of promise. It was remarkable the purchasers of many sections and large tracts of land were unfortunate, while they who had bargained for single sections and the representatives of the natives obtained priority of choice. For the first time in undertakings of this kind was the welfare of the natives really regarded. The missionaries, as Dr Lang tells us, took care of themselves. The New Zealand Company have set aside for the benefit of the aborigines one-tenth of all the surveyed lands in town and country. Their portion on Monday was 11,000 acres, which, as the orders are already at a premium, bears the proportionate value of £12,000. It is also worthy of mention that their lots of land are mixed up with the white man's lots, so that their chance of civilisation is much better than if they were banished to a "Black town" on the frontiers. Whenever a good number for the natives was announced, the assembly invariably cheered.—*Spectator*, August 3, 1839.

In a communication from the chairman of the New Zealand Company to Lord Stanley, dated January 25, 1843, he writes:—"Although the company by way of recompense for the moment and to comply with the exigencies of public opinion, has paid down what, according to received notions, was a sufficient price, the real worth of the land they thought they gave only when they reserved as a perpetual possession for the natives a portion equal to one-tenth of the land which they had purchased from him. This was a price which could not be squandered away at the moment, but which as time passed on the inalienable value must continually and immensely increase for his benefit and that of his children. Heir of a patrimony so large, the native chief, instead of contemplating European neighbours with jealous apprehension, as a race destined to degrade and oust him, will learn to view with delight the presence, the industry, and the prosperity of those who, on labouring for themselves, could not but create an estate to be enjoyed by him without toil and risk. Nor is this design confined to barren speculation. In every settlement which we have formed, a portion equal to one-tenth of town as well as rural allotments has always been reserved for the natives. In the lottery by which the right of selection was determined the natives had their fair chance and obtained their portion of the best numbers."

THE EMPIRE CITY IN 1839.

John Pearce, who sailed for New Zealand on Board the Duke of Roxburgh from New Plymouth, October 5, 1839, writes under date April 6, 1840:—"This place, which is Port Nicholson, is 12 miles from the mouth of the harbour to the beach, which is three miles. Out of this runs a river through a rich valley 50 miles up country. To-day we go to Thorndon. Thorndon Bay is a delightful place. It is eight miles across the harbour, and forms a complete amphitheatre, bounded on three sides by the sea, good anchorage, and safe shelter for any number of ships; excellent water, good clay, and, it is said, plenty of coal, iron, and limestone. Vegetation seems constantly going on. In our garden parsley grows in abundance down nearly to low-water mark. The natives never think about seasons. They never dig, but take a piece of wood and root up the ground and turn over the soil, and if there are eight potatoes they take up seven, and just cover the one over and leave it to grow. We finally left the ship on the 6th March, Colonel Wakefield lending me a tent for a shed. On Saturday I gave three yards of calico for a pig 40lb weight. The part which I sold brought me 12s. On Saturday night it rained tremendously, and we were as badly off as if we were in the open air. I sat three hours with an umbrella over Mrs Pearce, after which we rolled ourselves up in our blankets and slept soundly. The next morning was as gay as possible, and we felt no cold. People here do not take cold as in England. I commenced business on Monday, the 9th. The Glenbervie and Adelaide arrived in port at night. I have now the wooden house up, and am very

comfortable. It is the first house in town. The bank is to open on Thursday. The land is going up very much. One town acre sold this morning at £300, and all seems going on well. Prices are hardly yet settled. Flour, 6d per lb. I had the first bullock consigned to me, and sold him at 1s per lb. Sugar, 6d; tea, 5d; coffee, 2s. Wine cheap, spirits cheap; ale and porter, 2s per bottle. Clothes and shoes will be very dear, but there is hardly any saying what will be the settled price, as there is not a day passes but that some one or two ships arrive from Sydney with general cargoes. Saturday the first horses were landed, which had a prodigious effect on the natives. There is likely to be abundance of labour. Capital seems flowing in from all parts. Already we have one ship from Port Philip, one from Launceston, one from Hobart Town, and one from Adelaide, and eight or ten from Sydney, and schooners and coasters in lots. There are no reptiles or venomous thing of any kind. There is abundance of the finest fish in the world, so that anyone may live as cheaply as he wishes. There is no corroding care. The natives are pleased. I could fill ten sheets if time allowed me."—MS. letter addressed Mr John Sabell, Birmingham, in Record Office, Sydney.

NEW ZEALAND COLONISATION SCHEME.—Mr POLACK, Etc.

From The Times (London), April 5, 1839.

Considering the eager avarice and extensive machinations of the New Zealand Associationists, it would be marvellous indeed if they could not command the usual Old Bailey exculpation by suborning the customary number of witnesses to swear them a decent character. Not that the whole of their members are all alike implicated in the fabrication of such evidence; by no means. We are quite sure that Sir George Sinclair and Mr Francis Baring, who have unaccountably got themselves mixed up with the venture, would heartily despise anything of the kind. But the more selfish and bustling managers of the case are men of a different kidney. For the most part they are the victims of desperate fortunes or of a distempered optimism; in other words, a motley confederation of embarrassed speculators and credulous dupes, who, being united under a specious but unreal harmony of purpose, are prosecuting by common concert incompatible objects, according as their vice or virtues incline them. Here, as in most plots of a similar kind, the evil influence predominates. In proportion as the upright are lulled into an inert confidence, their artful deceivers are mischievously active, and accordingly the exculpatory evidence adduced before the Peers' Committee exhibits ample proof of the skill and industry employed getting it up. We appeal to the record itself. One of the most prominent witnesses in favour of the scheme is a Mr Joel Samuel Polack, a worthy and wandering offshoot of the seed of Abraham. The said Joel, a retailer of ardent spirits to the sailors and fugitives in New Zealand, having sworn that he has not kept a "grog shop," covers his loaded stomach with the following unpaid-for depositions:—"Resided six years in New Zealand. Understands the language, but, though conversing often with the natives, learned from Europeans that colonisation would be liked much by the New Zealanders. The introduction of more Europeans would be looked upon by them as a mode of introducing quiet into the country. Bought five pieces of land from them. When negotiating the purchase they said, 'You are going to steal our land from us!' Native population in New Zealand has decreased. Swears that the principal cause is infanticide, and yet also swears that the 'principal cause' of the decrease was the wars on the first introduction of firearms! Wars have increased since Europeans have been there, but not through Europeans. Cannot account for the wars having increased. It is supposed that the Europeans have caused it." There is, however, one thread of truth in honest Joel's web. "Ladies," he says, "do not like celibacy in New Zealand." This, we think, may be reasonably true; but, whether or not, we are scandalised to find, according to another respectable

deponent, that so crack a witness in favour of colonisation is not to be believed, "under any circumstances, even upon his oath." We therefore feel released from disturbing this worthy Israelite's testimony; only we must add that the New Zealand Associationists seem to have had no great bargain of him. The fact is, that in his anxiety to earn their protection of his land purchases, he has literally destroyed them with over-feeding; though, as far as he himself is concerned, his character, we have no doubt, is just as good as ever it was. But there are other exculpatory witnesses of much higher consideration; and if we are constrained to hold their testimony quite as cheap as Joel's, it is not because we question their veracity, but because we distrust their judgment. Here, however, we must make a decided exception on behalf of J. Z. Nicholas, Esq., who, although favourable to the formal establishment of a colony, on account of the irregular and lawless way in which New Zealand is now being colonised by stealthy adventurers, declares that the natives "who would not object to sell their land would still object to having the government transferred from their chiefs' into their hands; which is just tantamount to saying that, as far as New Zealand is concerned, the interference of the association, if not of Downing street itself, ought to be resolutely cashiered. There are, however, divers deponents by whom the plans of the association are more tenderly dealt with. For example, Mr John Platt, who, happening to be no longer employed by the Church Missionary Society, and expressing his willingness to undertake another engagement to New Zealand, if Providence were presenting one (have the association no snag appointment that might suit?), endeavours to give that latter body an important lift by doing what he can to disparage the labours of his other colleagues, the missionaries, by whom the association has been so successfully opposed and forestalled as to have induced the Peers' Committee to report that their "exertions" are entitled to the "support of her Majesty's Government," as pre-eminently "beneficial to the rapid advancement of the religious and social condition of the aborigines." Mr John Platt is somewhat sharp upon this head. Acknowledging, as he is constrained to do, that "the labours of the missionaries have upon the whole been successful," he nevertheless gives a hitch to the association as follows:—"The chiefs are anxious to sell their land. It might not be proper to reserve certain districts for the natives, unless they would cultivate those reserves; but they are not in the habit of cultivating more than is absolutely necessary. Secular things press so heavily upon the missionaries on behalf of their children that their labours have not had all the effect which they might otherwise produce. At present they are cultivating their land. To use the words of the Rev. Henry Williams, they are just holding on for their children, seeing that they have no other prospects. The missionaries who purchase land are only those having large families. The native children do not receive much at present of Christian doctrines. The instruction devolves almost wholly upon the wives of the missionaries, and having their domestic duties and their own families to attend to, they do not give much time to it."

Take that, ye self-denying and calumniated messengers of peace! And be all the more thankful that it comes from your ancient fellow-labourer and friend, Mr John Platt! It is, however, a solace to these inestimable men that nearly all the other witnesses bear an honourable testimony to their indefatigableness and successful labours; while, with respect to the Wesleyan Missionaries, it is declared by one gentleman who had ample opportunities of knowing the religious attachment of the natives under their care, that "he saw the greatest display of Christian feeling that could be imagined among such people," and beheld "five hundred of them assembled at public worship particularly attentive and decorous." But Mr John Platt, having gratified the association by a blow at the church missionaries, prosecutes his lawful calling as follows:—"If emigrants of respectability and pious persons could be induced to go there (if there is an opening), their labours would be as productive of good as the missionaries." "Does not think that the emigrants need be

confined to respectable people alone, for if the majority were respectable it might have a good influence upon the remainder and keep them within the bounds of moderation. If any number of persons going out were accompanied by some system and regulation of law (exactly, John, what the association professes to provide), I believe that the New Zealanders would receive them with open arms." So much for this worthy servant of all work, who, happening to be out of a place just now, is manifestly a candidate for employment with the usual willingness to make himself "generally useful." The association, doubtless, will not lose sight of this, especially as John has a thirty years' written character, which was produced for the edification of the Peers' Committee, and understands, moreover, "the management of a farm." Judging, however, by the tenor of their Lordships' report on the missionaries and in favour of missionary labour in New Zealand, it would appear that the association has not taken much change out of John's evidence, and therefore without subjecting him to a cross-examination we proceed to another witness. The Rev. Samuel Hinds, D.D., a clergyman of the Established Church, who has no personal knowledge or experience of the New Zealanders, or experimental knowledge in any shape or form, is called in, and deposes as follows:—"He is a committee member of 'The Association,' is favourable to colonising, because numbers of respectable and provident persons, putting confidence in our publications, would emigrate immediately, especially from Scotland; and this feeling amounts to a claim upon the British Parliament to expose the unsoundness of those publications: no, but to improve their circumstances, which require some change for the better." Here the learned doctor distinctly admits that what he strenuously advocates is mainly a monetary consideration for bettering other people's circumstances, and in order that there may be no mistake touching the extent to which the graspings of avarice are to be facilitated and practised by the associationists he declares, as an additional reason for embarking in his favourite enterprise, that "capitalists can hardly employ their capital so as to sufficiently remunerate them by an investment in this country." It would therefore appear, according to this heavenly-minded gentleman, that neither railways, nor canals, nor insurance offices, nor waterworks, nor gas companies, nor house property, nor land purchases, nor East India bonds, nor bank stock, nor any form of known investment, nor any amount of realisable profit in this country can satisfy the ravenous pecuniary cravings of the class for whose benefit Dr Hinds's association is constituted. What sort of a quid pro quo the poor New Zealanders are likely to get by this sordid and rapacious adventure we need not stay to conjecture. But, as the doctor tells us (contradicted by the Rev. Mr Wilkinson, who had been upon the spot) that "the natives have little or no chance of civilisation at the present," we infer that the great equivalent that they are to receive for being swindled out of their territory and deprived of their sovereign rights is that species of civilisation as an exemplary encouragement to which Dr Hinds put forth the following novel principles of Christian morality:—"Lord Durham's million of acres (which, according to Mr F. Baring, were purchased for £40 or £50) are to be transferred to the association, and are considered to have been fairly purchased. As regards future transactions, we propose that a purchase should be made of the Sovereignty as well as of the fee-simple of the land." Of course, they will be conducted on the same scale of upright bargaining and fairness of equivalent which the doctor had previously honoured with his high moral sanction. But hear how he proceeds: "The only principle which it is important to maintain is this—'If you go into a country inhabited by savages, and take possession of their land and become sovereigns of it, you infringe their rights.' (By what, good Doctor? Not by the act of plunder itself if you do not consider their benefit as well as your own. If you were treating a child (to take possession of his land, observe, for that is the point in question) you would not infringe the rights of the child simply by acting and deciding for him; but you would infringe his rights if you acted and decided for your benefit and not his. So

with respect to savages." Let the country take this as a specimen of what the New Zealand Association really is. A highwayman has only to declare that he takes possession of your purse for your own benefit as well as his, and if he leave you a sovereign or two your rights are not infringed. This is the homily of Dr Hinds.

Sailed for New Zealand, Samuel Winter; Robertson, master. Passengers: Rev. Mr and Mrs Mason, Mr and Mrs Palmer, Messrs Murray, Cormac, Weavil, Ballingal, Brodie, and Foster; and 17 in the steerage.—Sydney Customs records, October 22, 1839.

[This appears to be the first indication of settlement immigration to New Zealand.]

COLONISATION OF NEW ZEALAND.

We warn the humbler classes of British society to receive all the accounts of emigration with caution and distrust. Let them weigh well and make many inquiries before they quit the places of their birth, even deformed as they now are with prisons, workhouses, etc. New Zealand is an infinitely greater distance than Upper Canada, and to this more remote region we see vast temptations held out to the sons and daughters of labour in this country. Are there no miseries of the middle class in this case? We know that those who tempt emigration have just as great an interest in the work as those who took their victims from the warmer climate of Africa. They are become purchasers of vast tracts of land, the worth of which must entirely depend upon their being cultivated. We observe in a morning paper of Monday a flourishing account of a grand dejeuner given at the West India Dock Tavern by a company "who have purchased 600,000 acres from the aborigines," and are on the point of despatching a vessel to that new land of promise. The soil is rich, the climate divine, the natives "not only exceedingly friendly," but impatient to offer a reception to their new guests. Yet we observe that the vessel which is now upon the point of sailing for that region carries "eight guns, abundance of ammunition, and, though she carries no merchandise except such as shall be fit for barter with the natives, her crew considerably exceeds the average number for such a ship. This is one of the methods, we suppose, by which amicable feelings are indicated. Mr Hutt, the chairman of the company, officiated as chairman at this banquet also. Lord Durham, forgetful, we apprehend, of the account which he had already given of the blessing of emigration to Canada, graced the board with his presence and the project with his approval. Lord Petre and Sir George Sinclair were also present, and each stated that he was going to send a son; and no doubt the possessions which they had purchased may require the superintendence of those whose nearest connexions have so great an interest at stake. But what interest has the labouring emigrant that should drag him from his native home? "The blessed truths of the Gospel are to be there also diffused; their object," it is said, "is to instruct, and not to enslave—to protect, and not to exterminate." Such are the expressions of Sir George Sinclair. "To instruct," we suppose, from the mouths of eight cannon, "to diffuse Gospel truths" by a larger ship's crew than is generally to be found, and prepared with "abundance of ammunition." Our motive in these remarks is to instruct our countrymen at Home also, not to be deceived by specious pretences and pompous narratives. There is nothing said in favour of this expedition which we do not recollect to have been said in recommendation of those the issue of which Lord Durham has described. The object of the New Zealand expedition is the acquisition of wealth to a few at the expense of life and health to the many.—The Times, London [May 1, 1839].

HOBSON'S APPOINTMENT AS CONSUL.

In a despatch dated August 14, 1839, the Marquis of Normanby advises Captain Hobson, R.N., afterwards first Governor of New Zealand, of his appointment to the office of her Majesty's Consul for New Zealand, and he is instructed to obviate the danger of the acquisition of large tracts of country by mere land jobbers, and advises him it will be his duty to obtain, by fair and equal contracts with the natives, the cession to the Crown of such waste lands as may be progressively required for the occupation of settlers; and all such dealings are to be conducted on principles of sincerity, justice, and good faith.

Replying thereto, Hobson writes:—"I perceive no distinction is made between the Northern and Southern Islands, although their relations with Great Britain and respective advancements towards civilisation are essentially different." He adds: "With savages in the Southern Islands it appears scarcely possible to observe even the form of a Treaty, and there I might be permitted to plant the British flag. The Declaration of the Independence of New Zealand was signed by the united chiefs of the Northern part of that Island, and it was to them alone his late Majesty's letter was addressed on the presentation of their flag, and neither of these instruments had any application whatever to the Southern Island."

Normanby replies under date August 15, 1839:—"As you correctly suppose, my remarks apply to the North Island only. Our information respecting the South is too imperfect to admit of my addressing you any definite instructions as to the course to be pursued. If the country is really, as you suppose, uninhabited except by a very small number of persons in a savage state, incapable, from their ignorance, of entering intelligently into any Treaty with the Crown, I agree with you that the ceremonial of making such an engagement would be a mere delusion and pretence, which ought to be avoided. The circumstances noticed in my instructions may, perhaps, render the occupation of the South Island a matter of necessity or of duty to the natives. The only chance of an effective protection will probably be found in the establishment by Treaty, if that be possible, or, if not, then in the assertion, on the ground of discovery, of her Majesty's sovereign rights over the island. But, in my inevitable ignorance of the real state of the case, I must refer decision in the first instance to your discretion; indeed, by the advice you will receive from the Governor of New South Wales."

[Hobson recognised the dilemma, and in May following, pursuant to Normanby's instructions, took formal possession of the Middle Island, the proclamation thereof dated May, 1840, bearing that it had been so taken possession of "in virtue of the right of discovery." On June 17 another proclamation is made by Hobson, bearing that said territory, having been "ceded in sovereignty by different independent chiefs to Her Majesty, we have taken solemn possession thereof, etc." This second proclamation does not appear to have been an amendment of, but in supplement to the first. Having doubts how far possession of the Middle Island included Stewart Island, Hobson on the date mentioned dispatched H.M.S. Herald to the latter, when the ceremony of taking formal possession was repeated. Having doubts about the rights of discovery in the second proclamation, he introduced cession of the Native Rights, evidently relying on the Treaty of Waitangi, if the point came to be questioned.]

Government House, Sydney, 9 Feb., 1840.—My Lord,—In my despatch of the third January last, I reported to your Lordship the arrival in Sydney of Captain Hobson, in Her Majesty's ship *Druid*, commanded by Lord John Churchill, and that arrangements were in progress to forward him to New Zealand in Her Majesty's ship *Herald*. I have now further to inform your Lordship that the *Herald* sailed for the Bay of Islands on the 19th ultimo,

having on board Lieutenant-Governor Hobson and his suite. A vessel (the *Westminster*) has been hired to carry down supplies to Captain Hobson, and that she will be ready to sail as soon as I shall have received from Captain Hobson the first accounts of his proceedings. I enclose for your Lordship's information, copies of proclamations, which by the advice of my Executive Council, I issued immediately on Captain Hobson's departure from New South Wales. The third proclamation was issued in order to put an end, as far as possible, to the speculations in New Zealand lands, which were then being openly carried on in Sydney; and I should explain to your Lordship, that for some few days after Captain Hobson's arrival, an auction of lands in New Zealand having been advertised to be held in Sydney, I sent an officer of this Government to warn all persons intending to become purchasers that they would do so at their own risk; a warning which had the immediate effect of stopping the sale.—I am, etc., GEO. GIPPS, Governor.

[The auction sale of land advertisement referred to is published in the *Morning Herald* (Sydney), and reads as follows:—New Zealand Estate—Mr S. Lyons is instructed to sell by auction at his temporary rooms, George street, Sydney, March 27, 1840, at 11 o'clock precisely—12 important estates on the banks of the river Tetowis in the middle island of New Zealand, having a frontage of one mile to the river by 20 miles in depth, and containing 20 sections or 12,800 acres each lot. The Tetowis river is of considerable magnitude, which empties itself into Foveaux Straits, and is within three or four miles of the secure and well-known harbour of the Bluff, in and around which several whaling stations have for some time been established. It is likewise in the vicinity of Jacobs River, where several large estates have been lately purchased and improvements commenced. In fact the fine harbours on this coast, the richness of the soil, and level character of the country, leave no doubt but that it will become one of the most thriving positions in New Zealand. This land was purchased from Tewiki (Tuhawaiki) chief of the southern parts of New Zealand, and duly conveyed by Deed of Feoffment, dated the 8th day of December, 1838, and therefore comes within the proclamation. The original title deeds are left with the auctioneer for inspection, and the purchaser will receive a conveyance in conformity therewith. The buyers will be let into immediate possession of the land upon payment of the purchase money. Terms at sale. For further information see under "Mataura."]

Copy of Treasury Minute, 19th July, 1839, sanctioning an advance from the Revenue of New South Wales, on account of the officer about to proceed to New Zealand, as Consul, etc., (return to an order of the House of Commons). My Lords have again before them a letter from Mr Stephen, of 13th ult., advertising to circumstances which had appeared to the Marquis of Normanby, and to Viscount Palmerston, to force upon Her Majesty's Government the adoption of measures for establishing some British authority in New Zealand for the government of the Queen's subjects, resident in, or resorting to those islands, and with that view proposing that a British Consul should forthwith be despatched to New Zealand; and that, upon cession being obtained from the native chiefs of the sovereignty of such territories therein as may be possessed of British subjects, those territories should be added to the colony of New South Wales, as a dependency of that Government; and likewise proposing that the officer about to proceed to New Zealand as Consul should be appointed Lieutenant-Governor of this dependency; and that the expenses which must necessarily be incurred for his passage, and for the purchase of articles which will be required for his immediate use in the public service, or for presents to the native chiefs, should be defrayed by advances from the funds of the Government of New South Wales, to be hereafter repaid from such revenue as may be raised within the ceded territory, by virtue of ordinances to be issued for the purpose by the Governor and Council

of New South Wales, from which revenue also all other expenses relating to the Government of this dependency are to be provided for. My Lords also refer to the opinion of Her Majesty's officers of the law, that any territory in New Zealand, of which the sovereignty may be acquired by the British Crown may lawfully be annexed to the colony of New South Wales, and that the legislative authority of New South Wales, created by the Act of 9th George IV., chap. 83, may then be exercised over British subjects inhabiting that territory; and my Lords likewise refer to the provision made in the estimate for Consular services, now before the House of Commons, for the salary of a Consul at New Zealand. My Lords also read their minute of 21st ult., expressing their concurrence in opinion with her Majesty's Secretary of State as to the necessity of establishing some competent control over British subjects in the New Zealand Islands, and further stating that this board would be prepared upon the contemplated cession in sovereignty to the British Crown of territories within those islands, which have been or may be acquired by her Majesty's subjects, under grants from the different chiefs, being obtained, to concur in the proposed arrangements for the Government of the ceded territory, and for raising a revenue to defray the expenses of the establishment it would be necessary to maintain for this purpose. Write to Mr Stephen, and, in reply to his further communication of 4th inst., now before this board, request that he will signify to the Marquis of Normanby my Lords' sanction for the advance by the Agent-general for New South Wales from funds appertaining to the Government of that colony, of the amount required to defray the expenses of the officer proceeding to New Zealand, as specified in the Estimate furnished by Captain Hobson, and submitted to my Lords in Mr Stephens's letter, with the understanding that such advance is to be repaid from the revenues of the territory it is proposed to annex to that Government. But Mr Stephen will at the same time state to the Marquis of Normanby that as the proceedings about to be adopted in regard to New Zealand, in the event of failure of the anticipated cession of sovereignty and of the contemplated revenue, may involve further expenditure from the funds of this country beyond the salary of the Consul, already included in the Estimate of Consular services for the current year, my Lords have considered it necessary that the arrangement should be brought under the cognisance of Parliament; and they have therefore directed that a copy of their minute, giving the sanction now notified to Lord Normanby shall be laid before the House of Commons.

PETITION FROM THE CITY OF LONDON.

Petition of the undersigned merchants, bankers and ship-owners of the City of London and others humbly sheweth:

That the exclusive British possession of the group of islands commonly called New Zealand is an object of the deepest importance to her Majesty's colonists in Australia, whose great and rapidly increasing trade with each other and with the Mother Country would, in case of war, be at the mercy of a foreign Power established in their neighbourhood, and in the direct tract of Homeward bound vessels, and that the establishment of colonies by more than one Sovereign Power in a country not so large as Great Britain would, to judge from all experience, have a direct tendency to produce wars between the parent States by means of intercolonial jealousies and collisions. That the said islands comprise a territory nearly as large as Great Britain, rich in natural productions, blessed with the happiest climate, intersected by numerous rivers, abounding in convenient harbours, and thinly inhabited by a race of savage tribes, without any regular form of government, continually at war with each other, and, as your petitioners are informed, so destitute of nationality as to have no name in their language for the country that they inhabit. That the said islands (although the northern extremity of one of them

may have been seen at a distance by Abel Jansen Tasman in 1642) were, in fact, originally discovered by the illustrious British navigator, Captain Cook, who circumnavigated them in 1769, touched at numerous places, and, in pursuance of a commission from King George the Third, took formal possession of them in the name of the Crown by acts performed in each of the two principal islands. That in the year 1787, when the British Government determined to colonise the barbarous lands discovered by Captain Cook, a Royal Commission was granted to Captain Philip appointing him, in pursuance of the British Sovereignty in possession which Captain Cook had established, to be Captain-general and Governor-in-chief in and over the territory of New South Wales and its dependencies, which territory was described in the said commission as "extending from Cape York (latitude 11 degrees and 37 minutes) to the South Cape (latitude 43 degrees and 30 minutes), and inland to the westward as far as 135 degrees east longitude, comprehending all the islands adjacent to the Pacific Ocean, within the latitudes of the above-named capes." That the islands of New Zealand form part of the territory described in the said commission in the same way as Norfolk Island and Van Dieman's Land, neither of which, any more than New Zealand, was specifically named in the said commission; and that this commission, founded on the previous acts of Captain Cook, which was published to the world, and immediately carried into effect, without impediment or question from any Sovereign Power, constitutes, as your petitioners believe, the sole and sufficient title of the British Crown, as against all foreign Powers, except the natives, to the territories of New South Wales, and to the dependencies thereof, such as New Zealand and Norfolk Island and Van Dieman's Land. That, in pursuance of such British Sovereignty in New Zealand, the Captain-general and Governor-in-chief of New South Wales and its dependencies did, as your petitioners are informed, on the 9th of November, 1814, by public proclamation and by regular commissions of *dedimus potestatum*, appoint certain persons, some of them being aboriginal natives of New Zealand, to be Justices of the Peace in and for those islands, as a dependency of his government, by name and that the said persons, as well as others subsequently appointed by similar commissions, acted on the commissions within New Zealand, by apprehending offenders against the law of England and sending them as prisoners for trial at the seat of such government in New South Wales. That, by means of the various acts whereby New Zealand had thus come to form part of the British dominions in the Southern Pacific, numbers of persons were encouraged to settle there, and more especially at the Bay of Islands, where missionary settlements were founded in the year 1814; and that, in consequence thereof, the means of administering the law of England by the appointment of natives and settlers as Justices of the Peace, according to the proclamation whereby those appointments were announced, "to protect the natives of New Zealand and the Bay of Islands in their just rights and privileges, as those of any other dependency of the territory of New South Wales," were soon found wholly inadequate to the maintenance of order, and that, while the property and lives of the settlers were insecure, the most atrocious crimes against the natives were committed by the masters of trading vessels and runaway sailors, or convicts who had escaped from New South Wales and Van Dieman's Land, and these evils were found to arise chiefly from the character of the government of New Zealand, as a distinct dependency of the territory of New South Wales, and, of course, the great want of a sufficient authority on the spot. That, in order to put a stop to these evils, an attempt was made in 1835 to place New Zealand under a kind of National Government, by means of forming a confederation of chiefs residing at or near the Bay of Islands, to whom an officer of the British Crown (who had been appointed to reside there) presented a flag, intended to express New Zealand nationality; but that, in point of fact, this attempt to establish a National Government for New Zealand utterly failed, in consequence of the incapacity of the native chiefs to act either as a legislature or an executive, and that,

accordingly, the only means by which order has been in any degree maintained in New Zealand down to the time of the latest accounts has been the occasional visits of British ships of war, whose captains have administered a sort of rude justice in the name of the Crown by determining disputes among the settlers, and now and then inflicting punishment on offenders against the law of England. That, notwithstanding the absence of any regular government in New Zealand, the fine soil and climate of the islands, their valuable natural productions, and their admirable position as a centre of maritime trade, have attracted hither several thousands of her Majesty's subjects, including about 1200 persons who have emigrated directly from the United Kingdom during the past year in ten vessels, proceeding from the ports of London, Glasgow, and Plymouth, and that other bodies of persons are preparing to emigrate thither from the United Kingdom during the present year. That frequent and urgent applications have of late years been made to her Majesty's Executive Government, as well as by settlers in the islands and by bodies of British merchants, praying them to establish a proper authority in New Zealand for the protection and restraint both of British subjects and of the native races inhabiting the country, but that all such applications have hitherto been without effect. That, in consequence of the want of a regular authority in New Zealand, emigrants to that country have had no means of acquiring land for settlement except by effecting purchases from the barbarous natives of the country—a practice which is forbidden by every other civilised Government having relations with savages, and which is calculated not only to produce great uncertainty and endless litigation with respect to titles of land, but also to render impossible the adoption of any judicious system in the disposal of waste land by competent authority for the purposes of colonisation; and is also most injurious to the native inhabitants, by preventing any general and systematic reserves of land for their use, so that tribe after tribe is gradually deprived of its ordinary means of subsistence. That it appears by a Minute of her Majesty's Treasury, bearing date 19th July, 1839, that a sort of diplomatic agent has been appointed, with the title of Consul, who has been instructed to obtain cession of sovereignty from the native chiefs, in order that the territory ceded may become a part of the colony of New South Wales, but whose authority to treat appears to be confined to such territories as are possessed by British subjects. That, according to the principles hitherto recognised by colonising States, and which, as your petitioners believe, form a part of the established law of nations, Great Britain, as the discovering Power, has, from the year 1769 downwards, possessed the sole right of acquiring territory from the natives of New Zealand as against all foreign Powers whatever, and therefore neither the presentation of the national flag to a small number of chiefs in one corner of one of the islands, nor the appointment of a consul, instructed to treat for cession of Sovereignty in any way resemble an abandonment or repudiation of the right of Great Britain to exercise dominion before all foreign Powers, but are to be regarded simply as acts which the Crown has performed for regulating the political relations which it alone is entitled to hold with the native chiefs. That shortly after the departure of the said Consul in her Majesty's ship *Druid*, and the publication of a portion of his instructions, together with the said Treasury Minute, the public mind in France became suddenly excited on the subject of the acts of the British Government, and the departure of the said colonists from Great Britain, and that the result of this excitement has been the formation of a company, with a capital of one million francs, for forming a settlement in New Zealand, and the despatch of an expedition from Rochfort, charged (in violation, as your petitioners consider, of the law of nations) to effect a settlement at Banks Peninsula, in the South Island: which expedition is reported to have had an armament of forty sailors from the French navy, the aid of money from the French Government, by whom the leaders of the expedition are said to have been instructed to report on the fitness of Banks Peninsula as a place of transportation for convicts, and, at all events, to reserve for the use of the French Government one-fifth of the territory which they

might acquire in this part of the British dominions. That, even if France really possessed any right of colonisation, your petitioners would deprecate, in the strongest terms, her proposed establishment of a penal colony, it being evidently impossible that convict discipline can be maintained in the immediate vicinity of native tribes and native settlements; and the escape of the convicts must therefore be anticipated, who, associated with British runaway convicts from Australia, would gradually demoralise the whole country, preclude the possibility of its becoming the resort of respectable British emigrants, and exterminate the native inhabitants by taking part in their wars and teaching them only the vices of civilisation. That the ship in which the said Consul proceeded to his destination has been ordered to leave him there and proceed to China, and the Consul will therefore be destitute of all means not only of repelling foreign aggressions, but of affording any degree of protection to the orderly and well-disposed of her Majesty's subjects; while, under the present circumstances, it appears not at all improbable that hostile collision may take place between settlers from this country and the settlers who have emigrated from France. That unless immediate steps be taken to establish the complete administration of British law in New Zealand, it is greatly to be feared that the large and respectable body of her Majesty's subjects who have recently proceeded thither will be placed in a state of anarchy, and subjected to great evils accordingly. That the state of anarchy in New Zealand, against which no sufficient provision has been made by her Majesty's Government, cannot but be deeply injurious to the helpless natives when placed in contact with settlers from Europe, unrestrained by any law or any other authority than that which they may establish for their own defence. That unless an immediate stop be put to the acquisition of land from the barbarous natives of New Zealand by private persons, the most serious injury will ensue as well to the natives as to settlers from this country, and that it is indispensable to the well-being of all classes of her Majesty's subjects there, and to the future prosperity of the country, that decisive steps should be promptly taken to remedy the evils that have already arisen from the said private acquisitions of land. That, although the said Consul is instructed to act as Lieutenant-governor of any territory of which the Sovereignty may be ceded to him, still that his authority to treat for such cessions is encumbered with restrictions which may deprive it of all or of any considerable effect, inasmuch as possession of the land by British subjects is made a condition precedent of any attempt on his part to obtain cession of Sovereignty rights; and, furthermore, that, according to the said Treasury Minute and Instructions, any territory of which the Sovereignty may perchance be ceded, is to form part of the colony of New South Wales, and to be ruled by the Governor and Council of that colony as a distinct dependency, whereby the numerous evils which have already arisen from the distance between New Zealand and the seat of government cannot be remedied, but will be perpetuated. Your petitioners therefore humbly pray that your honourable House will be pleased to take the premises into your consideration, and by such measures as your wisdom may deem expedient, to preserve these valuable islands to her Majesty's dominion and establish throughout the same regular authority of British law, and a lawful system of colonisation under a distinct and sufficient colonial government. And your petitioners will ever pray, etc.

COLONEL WAKEFIELD'S REVIEW OF THE SITUATION.

Col. Wakefield reviews the situation at great length in a letter published in *The Times* (London). He writes:—Besides the evil of conflicting claims to land, there appears to be one very inconvenient circumstance, at least, which will also have arisen out of the repudiation of the sovereignty. . . . We find by the instructions to Captain Hobson that the question of titles to land is in every case to be determined by a tribunal or court which is to be created by the Legislature of New South Wales. And thus we find the Government in

this predicament: that while they repudiate the sovereignty down to the hour of the cession, Captain Hobson declares that the Legislature of New South Wales shall form a tribunal to go into all questions of title arising before there was any British jurisdiction—before any British rights had been established. And, in conjunction with that difficulty, there is another: that the Council of New South Wales is made the supreme Legislature for the new colony of New Zealand. Now, a great jealousy necessarily prevails on the part of an old colony when a new one arises near it and becomes its competitor at Home and abroad, both for capital and labour coming from other places. We know very well that the recent colony of South Australia was regarded with the utmost jealousy by the inhabitants of New South Wales; and if that colony had been subjected to the New South Wales Legislature or to a legislature representing the opinion and feeling of New South Wales, it would have been crushed in its infancy. The danger in this case seems to be that the new colony of New Zealand may come under the absolute power of a neighbouring legislature, the people of which neighbouring colony will regard the new colony with great jealousy and dislike. Another objection to the arrangement is that some at least of the members of the New South Wales Council are among the principal purchasers of land, or land-sharks, in New Zealand! and, therefore, persons have been selected to legislate upon this subject to make a law for the guidance of a commission upon this matter who have themselves a very great interest in defeating any effective measures for withdrawing these large possessions from the hands of persons who have acquired them improperly. That difficulty extends to a number of other matters of legislation, and to show how unfit the Legislature of New South Wales, the Governor and Council of New South Wales, are to make laws for the colony of New Zealand, I will describe a lawless practice with regard to New Zealand which has been going on under their eyes for years, but of which they have never taken any notice, because it happened to be for the interest of the merchants and persons represented in the Council that this practice should go on. The importation of commodities from New South Wales to this country is so great as to excite surprise whenever it is mentioned. With a population of 120,000, the exports to New South Wales amount to about £1,600,000 a year, and the imports from New South Wales to about £1,200,000 a year. Among these is a very large importation of oil, which is brought into this country as New South Wales oil, paying a very moderate duty. A great part of this oil is, in point of fact, taken off the coasts of New Zealand, and if New Zealand be, as the Government contends that it is, a foreign country, it is foreign oil, and as foreign oil ought to pay a very heavy discriminating duty. The South Sea fishermen in London, and the merchants who fit out vessels for the South Sea in London, send their ships provisioned for three years, at very great cost, to catch fish in the South Sea, and they have to pay a heavy duty, while persons from Sydney employ what are called "shore parties" in New Zealand, who procure the oil at an infinitely less cost, without having to fit out the ship they employ, as the London merchant has to do. They put the oil into a colonial vessel and send it Home as New South Wales oil, gaining, therefore, an enormous advantage over the London merchant who fits out his ship in the Thames. This Legislature of a neighbouring colony, which has been allowing this practice to go on for a number of years, to the great detriment of the legitimate fishermen of the South Sea, is the Legislature which has been selected to govern New Zealand; because we can get at New Zealand, on the principle laid down by the Government of its being a foreign State, in no other way than by making it a dependency of New South Wales and bringing it under the New South Wales Act. This Legislature is now to make laws for New Zealand. Another great objection to that arrangement is the distance between New Zealand and New South Wales. It appears by the published correspondence in Governor Gipp's letter to Captain Hobson, recently laid before the committee, that everything of importance relating to New Zealand is to be done in New South Wales and through New South Wales. The length of the passage one

way is about ten days or a fortnight; that is, from New South Wales to New Zealand; but in consequence of the prevalence of westerly winds the passage the other way is very much longer, and sometimes extremely tedious, extending to two months. Another considerable objection to legislating for New Zealand by means of the Council of New South Wales is that there is a great resort of shipping to New Zealand for provisions and water, which is very much encouraged by the absence of port dues. The port dues of Sydney are very heavy indeed. It is for the immediate interest of the New South Wales people to levy heavy port dues in the New Zealand harbours; and the settlers in New Zealand, proceeding from this country to establish their town at Port Nicholson, will be at once subjected to taxation by a distant body having a rival and, perhaps, a contrary interest. There is a point, also, on the other hand, relating to New South Wales itself, upon which New South Wales is likely to be far more injured than it is possible to injure New Zealand by the state of things that seems likely to take place in New Zealand. It is a consideration, growing out of recent circumstances in the West Indies and other places, connected with the supply of labour. If the present state of property be allowed to continue in New Zealand, if all the land which has been sharked be allowed to remain in the hands of the sharks, land in New Zealand will be extremely cheap, and it will be impossible to apply any general system which will make land dear. It will remain extremely cheap, and not only will it remain extremely cheap, but, as it will not come under the supreme authority and be subjected to a general law for the disposal of it, it cannot be sold with a view to the creation of an emigration fund, so that there will be no emigration fund, speaking generally, for supplying New Zealand with labour. What is likely to happen? The capitalist who goes out from England to New Zealand gets his land very cheap, and he looks round him for labourers. There is no emigration fund for this colony, but he finds that New South Wales has an emigration fund, by which labourers are brought to the colony from England, and he will immediately invite the labourer who has been carried out at the expense of the New South Wales colony to come and work for him in New Zealand. That has already been done to a considerable extent. I received only yesterday an account of a number of poor emigrants who had gone out from this country at the public expense of New South Wales, and who were immediately engaged upon their arrival at Sydney by an ex-Wesleyan missionary, who is a landowner and cultivator in New Zealand, to proceed with him to Hokiangá, in New Zealand, which they did without hesitation, New South Wales having paid for their importation. The emigration of labourers conveyed to New South Wales by the public funds of that colony to New Zealand for the purpose of supplying that urgent demand for labour will, I believe, go on to a very great extent. Another great evil will take place. The principal production of New South Wales so far resembles the principal production of the West Indies that it requires the employment of a large capital, and the combination of a considerable quantity of labour, in each particular work; I mean in the growth of wool. When the sheep labourer in New South Wales, who assists to produce the wool of that country, has saved enough to induce him to determine to set up for himself, he will never think of setting up as a wool grower, any more than the negro labourer in the West Indies, when he has saved enough out of his wages to set up for himself, will think of setting up as a sugar grower. In neither case is there capital enough. In the one case you must have large mills, boilers, and buildings; in the other case you must have large flocks and a number of shepherds. In such cases the desire of the labourer is to set up for himself as an agriculturist, in a pursuit in which he will provide, by the labour of his family, for the subsistence of his family. Now, in New South Wales, although he is in a country highly adapted for the production of wool and for the creating so very wealthy a society as has been brought into existence there, he is not in a very suitable country for agricultural operations; and it will immediately occur to him that New Zealand, which is not subject to drought, and where the land is much more productive as agricultural land,

having rivers and many advantages, is a much better country to live in than New South Wales; and that class of small capitalists, in consequence of the greater cheapness of land in New Zealand and the facilities it affords, will, I believe, emigrate thither to a very great extent. These two sorts of emigration going on together must, I think, have the effect of producing very great injury indeed to New South Wales; all of which would have been prevented if the Sovereignty of this country had never been abandoned. If the principle of the American law had been asserted, and all this land-sharking had been repudiated, and if Parliament had been applied to for a law to place the whole of the waste lands of New Zealand under a proper authority to dispose of them in a proper manner, so as to provide the country with its own emigration fund, and to carry a body of labour there, then the inconveniences which I have recited would not have occurred. In the present state of disorder which prevails upon that subject, it seems impossible that anything like a beneficial system of colonisation, either for New Zealand or the neighbouring colonies, should be adopted; for what prevails now is a system of disorder. The evil appears to me to have arisen directly and obviously from the disinclination of the Government to go to Parliament for necessary authority. Not choosing to do that for reasons which it is not my business to enter into, the Colonial Office has been driven to all sorts of devices and roundabout methods of accomplishing what might have been done in a very straightforward way, and has been led into all these inconsistencies and difficulties; and how it is to get out of them I cannot conceive. I can state that the colonisation of the country may go on in a very bad way, in a way destructive to the natives and injurious to the neighbouring colonies, and not beneficial to the settlers from England, but how any adequate remedy is to be applied to the present state of disorder I cannot conceive without going to Parliament for the exercise of the supreme power of the Legislature on the whole subject.

THE LIEUTENANT-GOVERNORSHIP.

By his Excellency Sir George Gipps, Knight, Captain-general and Governor-in-chief in and over her Majesty's Territory of New South Wales and its Dependencies, and Vice-admiral of the same.

Whereas her Majesty was graciously pleased, by certain letters patent, under the Great Seal of the United Kingdom of Great Britain and Ireland, bearing date at Westminster, the 5th day of October, in the year 1837, to constitute and appoint me, Sir George Gipps, Knight, Captain-general and Governor-in-chief, in and over her Majesty's territory of New South Wales, comprised within the limits therein mentioned; and whereas her Majesty, by certain other letters patent under the Great Seal of the said United Kingdom, bearing date the 15th day of June in the year 1839, was pleased to revoke so much of the said first-recited letters patent as describes the limits of her Majesty's said territory of New South Wales, and to further extend the limits thereof, so as to include any territory which is or may be acquired in Sovereignty by her Majesty, her heirs and successors, within that group of islands lying between the latitude of 34 degrees 30 minutes and 47 degrees 10 minutes south, and 166 degrees 5 minutes and 179 degrees east longitude, reckoning from the meridian of Greenwich. And whereas her Majesty, reposing especial trust and confidence in the prudence, courage, and loyalty of William Hobson, Esq., captain of her Majesty's navy, has been pleased, by a commission under the Royal Signet and Sign Manual, bearing date the 30th day of July in the year 1839, to constitute and appoint the said William Hobson, Esq., to be her Majesty's Lieutenant-governor in and over that part of her Majesty's territory so described as aforesaid in the said last-recited letters patent, which is or may be acquired in Sovereignty by her Majesty, her heir or successors, within that group of islands in the Pacific Ocean, commonly called New Zealand, to have, hold, exercise, and enjoy the said office of Lieutenant-governor during her Majesty's pleasure; and whereas her Majesty was pleased to command that, in the execution of such, his office, he, the said Lieutenant-governor, should obey all such lawful instructions as might be from time to time addressed to him by me, the said Captain-general and Governor-in-chief, or in the event of my death, or absence from the limits of my government and command, by the officer for the time being administering the government of the said territory and its dependencies: Now, I, the Captain-general and Governor-in-chief aforesaid, do hereby proclaim and declare that I have this day administered the prescribed oaths to the said William Hobson, Esq., as Lieutenant-governor as aforesaid; and I hereby call upon all British subjects to be aiding and assisting the said William Hobson, Esq., in the execution of his said office:—Given under my hand and seal, at Government House, Sydney, this 14th day of January, 1840, and in the third year of her Majesty's reign.

HOBSON'S INSTRUCTIONS.

Letter of instructions by Governor Gipps to Lieutenant-governor Hobson, dated January 5, 1840:—Agreeably to the intentions expressed by the Marquis of Normanby in the instructions addressed to you by his Lordship on 14th August, 1839, I have the honour herewith to forward the commission, under the Great Seal, by which the limits of the Government of New South Wales, so as to comprehend any territory of which the Sovereignty has been, or may be, acquired by her Majesty in New Zealand. I also enclose your own commission as Lieutenant-governor of such territory. The commission under the Great Seal you will be so good as to return to me by the first safe opportunity after it shall have been published in New Zealand. Your own commission you will retain, a copy of it having been enrolled amongst the archives of this Government. I have the honour also to enclose to you herewith copies of three

proclamations respecting New Zealand, which it is my intention to issue in Sydney as soon as possible after you shall have left it; and I further enclose drafts of two proclamations which I have prepared, with the advice and assistance of my Executive Council, with a view to their being issued by yourself, with such alterations as circumstances may lead you to deem necessary on your arrival in New Zealand. You will perceive that the second of these proclamations is a substitute for the one which it was the intention of the Marquis of Normanby to supply to you, with his Lordship's letter of the 15th August, 1839, but which was by some accident omitted. As it seemed to me of the first importance that a right understanding should exist as to the position in which the Lieutenant-governor of her Majesty's possessions in New Zealand will stand towards myself, I propose to develop to you my own views on the subject, premising that I shall be happy to discuss with you, either personally or in writing, any point of service on which it may seem to you that further explanations are necessary. In order to give your administration due vigour and efficiency, it seems to me necessary that all the details of government should be left to yourself, and from the general tenor of the Marquis of Normanby's instructions, I am happy to think it the intention of her Majesty's Government that it should be so. There are, however, matters of higher moment, some of them having reference to the interests of the people of New South Wales, and others which regard the exercise of the prerogative of the Crown, which require other arrangements, and it is to these that I would now request your attention. The extent to which titles of lands acquired by purchase from the aborigines are to be recognised by her Majesty being made a subject of instruction by the Marquis of Normanby; it is unnecessary for me to say any more on this head than that I shall take the earliest possible measures for carrying into effect the instructions alluded to; as, however, nothing conclusive can be done until the Legislative Council of this colony shall be in session, I shall be happy in the meantime to receive from you any suggestions which your experience in New Zealand may point out to you as necessary. With respect to the future disposal of lands, the general rules in force in this colony are to be adopted. The Survey Department of New Zealand will, however, be kept quite distinct from that of New South Wales. The Treasury of New Zealand, though it is to be supplied in the first instance with funds from this colony, will also be kept distinct from that of New South Wales. It is the circumstance I have just alluded to—namely, the supply from this colony of the funds required for the first establishment of Government in New Zealand—which principally renders it necessary that some control over the Government should be exercised by myself. My responsibility for the due expenditure of the public money of this colony is one of which I cannot divest myself; and where responsibility is, there also must be control. The extent to which establishments are to be created in New Zealand, the salaries to be paid to public officers, and the expenditure of money on public works, must for the present be fixed by myself, on estimates and reports, or proposals to be forwarded by you. In order not to encumber this letter with details, I enclose a memorandum on the subject of other financial arrangements, and also a copy of the instructions from the Lords of the Treasury to the Treasurer in this colony, which instructions are equally applicable to New Zealand. With respect to certain powers or prerogatives of the Crown, with which Governors of colonies are usually entrusted, it is necessary for me to point out to you that, though I am myself authorised by her Majesty to exercise them in her name, and on her behalf, I have no power to delegate the exercise of them to another. From this, which is an inherent maxim in the law, it will, I believe, follow that you will not have the power to pardon offences or to remit sentences pronounced on offenders in due course of law, though you may stay the execution of the law. That you will not be authorised to suspend officers holding appointments direct from her Majesty, though you may recommend to me the suspension of them. With respect to persons holding appointments from me, you will have the power of suspension, and over such as hold appointments from yourself a power of dis-

missal, unless they may have been previously recommended by you for confirmation in their respective offices, in which case your power will extend only to suspension. You will not have the power of appointing magistrates, though, of course, you will recommend to me such persons as you may think fit to be appointed. In the event of the enrolment of a militia, the same will hold good respecting the appointment of officers. And, lastly: As it is necessary to provide for the Government of her Majesty's territories in New Zealand in the possible event of your death or unavoidable absence, I enclose herewith a commission, under the public seal of this colony, empowering the Colonial Secretary of her Majesty's possessions in New Zealand, or the person who may immediately previous to your death or absence have been acting as such, to administer the Government during the period which may intervene between the occurrence of such death or absence, and the time when any other person may enter on the Government, by virtue of a special appointment from myself or my successor.—I have etc."

By instructions issued to our trusty and well-beloved William Hobson, Esq., our Governor and Commander-in-chief in and over our colony of New Zealand, etc., given at Buckingham Palace, the 5th day of December, 1840, in the fourth year of our reign, it is instructed, re the colony of New Zealand, that the principal islands thereof are known as, or commonly called the North Island, the Middle Island, and Stewart's Island, shall henceforth be designated and known respectively as New Ulster, New Munster, and New Leinster.

After providing for the appointment of a Legislative Council, to consist of six members, the following estimate of the charges of defraying the expenses of the colony for the first year is given:—

Governor's salary	£1200
Colonial Secretary	600
Chief Justice	1000
Attorney-general	400
Surveyor-general	600
Colonial Treasurer	600
Collector of Customs	500
Protector of Aborigines	400
Expenses of above establishment	6000
Buildings and works	5000
Contingencies	3000
Total	£19,300

Estimate of ways and means:

Duties to be levied in the colony	£10,000
Funds raised in the colony by sale of lands effected therein	5,000
Proposed vote from Parliament in aid of other heads of revenue, if required	5,000
Total	£20,000

It was estimated there were 4000 Europeans in New Zealand at this time, and, according to the South Australian precedent, they would produce a revenue of the amount specified.

The revenue cutter *Ranger* has been ordered to New Zealand, and it is expected will be stationed there altogether.—Hobart Town Courier, 28th February, 1840.

Mr Thomas Trapp, in evidence before a Parliamentary Committee re New Zealand affairs, estimates there are 50,000 of a native population in New Zealand, and believes a small military force under the British Resident would be sufficient to meet existing difficulty and suppress rowdy characters amongst the British population.

The recognition of New Zealand as a British colony is very satisfactory, and there can be no doubt but that these islands contain districts which it is not possible to exhaust by any rational scheme of colonisation for a long course of years. But at present our mode of colonising New Zealand is most irrational. The system of land-sharking which was set on foot by the Church Missionary Society, and which they have upheld by exerting their influence at the Colonial Office to prevent the adoption of a rational scheme of colonisation, is now in full force, and must soon exhaust the whole country. Prevention has become impossible, and these instructions indicate nothing like a practical remedy.—Colonial Gazette, September 12, 1840.

In a despatch dated August 16, 1840, the Home authorities are advised:—In February last seven chiefs from the Middle Island visited Sydney. They were presented to me at Government House. They were each made a present of £10 10s, the right of Sovereignty explained to them, and they were requested to sign a declaration similar to that of the North Island. They promised to do so, arranging to return the day after next. Not returning as promised, I caused inquiry to be made, and found they had been got at in the meantime by certain Europeans.

[Wentworth and four other Europeans are the parties referred to. These men got the natives to complete a purchase of the whole of the undisposed portions of the Middle Island; a sum of £200 in cash being paid as the purchase price, together with an annual payment of a like sum so long as they lived. That transaction was the origin of the Wentworth claim. These men also poisoned the minds of the natives, alleging that Government simply intended to deprive the natives of their possessions.]

FRENCH CLAIMS AND RIGHTS OF OCCUPATION.

The exploration for territory in the South Sea occasioned a vast amount of rivalry between France and England. From the time of Louis XVI. to the days of Napoleon—barely 100 years—there were the following English navigators in these seas:—Anson, Vancouver, Cook, Furneaux. French navigators were:—Bougainville, Marion, Surville, La Perouse, D'Entrecasteaux, and Brandon. The name Australia, as the name of these southern discoveries, was first used by the French M.C., President Charles de Brosses, in his "*Histoire des Navigations aux Terres Australes*," p. 80. De Brosses was president of the Parliament of Dijon.—Hobart Museum Record.

Crozet, in his "*Voyages to Tasmania and New Zealand*," p. 61, says:—We completed our stores of wood and water; we took possession in the King's name of New Zealand, which the aborigines called Ekenomacriwe, and which Marion called France Australe; Cook had called it in his chart Bay of Islands, but which we named Treachery Bay.

Enderby, in Select Committee, states:—The French and Americans have brought vessels of war into these waters, and they have a certain degree of protection, much more than our British ships have.

Busby, in "*Authentic Information Relative to New Zealand*," writes:—It is well known in the colony that, in their late voyages of discovery to the South Seas, the French directed much of their attention to the Islands of New Zealand (D'Urville having, in 1827, been occupied for two months in the survey of the Middle Island alone), and apprehensions are very generally entertained that they will be ultimately taken possession of by that Power. It has also been suggested that a settlement in New Zealand would prove of great value to the Russians as a place of refreshment for their ships, on their voyage, by that route, to the Russian settlement at Kamschatka, and on the north-west coast of America.

MENACED BY FOREIGN POWERS.

Hobart Town Courier of March 26, 1831, has an article on the desirableness of forming a British settlement at New Zealand. Although we last year entered into this question at considerable length, yet the peculiar interest it at this moment possesses with our mercantile readers induces us to turn to it once again. The Courier states that a memorial "from the gentlemen connected with the whale fishery in this and the sister colony was about to be laid before the Secretary of State for the Colonies, calling the attention of the Home Government to the present state of New Zealand, and pointing out the propriety of speedily forming a British settlement on that very desirable territory." But whether from Sydney or Hobart Town, or both, we rejoice such a document is in training, and we hope it will be so far successful as to draw the attention of Ministers to a subject of such great and increasing importance to these colonies. The Courier adverts to the fact on which we laid so much stress in our former articles, as an extra reason for some prompt and decisive measure—namely, that "at this moment the chief nations of Europe, especially the French, the Russians, and the Dutch, are anxiously looking out for a convenient spot on which they may plant a colony." The fact is well known. Why none of these nations has as yet planted its standard upon the neutral shores of those attractive isles it is not perhaps difficult to conjecture. The warlike habits of their proprietors, the predilection in favour of the British which, it was natural to suppose, had been long established among them by our missionaries and traders, and the near neighbourhood of the English settlements of New South Wales and Van Dieman's Land, may hitherto have been sufficient to keep off foreign intruders. Nor do we think these obstacles (the first two at least) could be surmounted. No people, whether savage or civilised, are more tenacious of their own dignity than the New Zealanders. The

very thought of oppression fires them with rage, nor could any coercive means, short of extermination (which would of itself be physically impossible), subject their territory to a foreign dominion. But, indeed, no European Power would be so fool-hardy as to meditate an invasion of this nature. They would attempt it by mild expedients. But the British being already on the spot, the first step towards stratagem would be instantly exposed, and indignantly repelled by the jealous natives. For any foreign interference with the northern island, the present seat of our commerce and our missions, we have therefore no apprehension. We have there got the start—we have a firm, because a friendly footing—and, so long as we retain the confidence of the natives, no rival can displace us. But the southern island is, according to all accounts, very differently circumstanced. Though by far the larger of the two, it is said to be thinly inhabited, and by a less valorous race than its neighbours. We have there no locus, but are as much strangers to the straggling and scanty tribes as are the Russians, the French, or the Dutch. And were any of those Powers to pounce suddenly upon the more southern coasts, they might perchance get a firm hold before we knew anything of the affair. The journal we have just quoted affirms that the South Island is not at present appropriated as the right of any particular chief. If so, the conclusion suggested by the fact is quite as favourable to foreigners as to ourselves, and the danger of delay the more obvious and urgent. The *Courier* informs us that it has been “ascertained by several gentlemen of intelligence who have lately visited these interesting islands, and spent some considerable time upon them, with a view of acquiring a knowledge of their resources and capabilities, that their total population at the present time may be estimated at the enormous amount of two millions,

number which has been increased from the less sanguinary results of battles since the introduction of firearms among them.” This is a large guess, and we should think much above the mark. It is sufficient, however, to know that the population of our New Zealand (id est, the northern isle) is not only numerous, but condensed and organised, fearfully capable of resisting aggression and avenging wrong. Whilst this should teach the Government to proceed with the utmost gentleness and good faith in any advances towards alliance, it should also teach our traders to avoid every cause of dissatisfaction among the tribes with which they barter. The traffic in heads must be given up. Some few of the natives may be so treacherous to their kind as to engage in it without reluctance; but from all we know of their general character, we are convinced that to at least nine-tenths it is most odious and insulting. Deceased kindred and friends are with them the objects of veneration, and even supposing the heads bought and sold to be those of the very lowest of the people, the lowest have their friends and relatives as well as the highest, and sooner or later the horrid trade will bring on some fatal convulsion. The signs of indignation are already exhibited, for we are told by the Government Order now publishing that “application has been specially made to his Excellency” for the restoration of the heads recently taken from the island. This ought to alarm our traders, and induce them to relinquish a practice so brutal, so revolting to the best feeling of our nature, and so full of peril to a lucrative and most promising commerce. The publication of this Order will, we doubt not, have a tranquillising effect upon the natives, for it is sure to be made extensively known among them through the medium of the missionaries and their converts; but it will also have another effect—if the traffic be persisted in, they will know that it is as offensive to the Englishman’s own Government as to themselves, and will, on that account, the more fiercely take revenge in their own way. We hope and trust the Sydney merchants will “one and all” do their utmost to avert these pending dangers. We cannot do better than close these remarks with a quotation from our intelligent contemporary:—“Nothing is more evident than that New Zealand must, at no distant period, form an integral and productive part of the immense Australian Empire, or, if possessed by some rival Power, will become the lasting bone of destructive contention.”—*Sydney Gazette*, April 21, 1831.

An MS. in Tasmania Royal Society Museum relates that, during the year 1832, there were two French ships in these waters—namely, the *Geographe* and *Naturaliste*; and, although nothing in the shape of frank admission was made to that effect, the proceedings were sufficiently suspicious to point to the conclusion, colonisation, and the planting of French colonies was aimed at in eventuality. Apropos thereof, the Tasmanian relates that in 1832 there was in Port Jackson a little armed schooner, named the *Cumberland*, 29 tons burden, which was built at Sydney for the purpose of pursuing runaways. This little craft was hastily prepared for sea, to checkmate the rumoured French designs brought to light within a few hours of the departure of the French expeditionary ships *Geographe* and *Naturaliste*. A crew was selected, with Lieutenant Charles Robins in command. He was provided with two sets of instructions. He was to proceed to Storm Bay passage with all convenient speed. If delayed by southerly weather, he was to go to King's Island and Port Phillip, examine the same, proceeding to Southern Tasmania on the first favourable opportunity. He was to hoist the English flag whenever on shore, placing a guard at each place to turn up the ground and sow seeds. Captain Robins was further charged with a letter from Governor King to the French commander, if he should happen to overtake him in Cook Straits, and he received most precise instructions respecting the action he was to take to assert English rights if the French ventured upon infringing them.

A report having been current, we believe, without any foundation, that the French contemplated taking possession of New Zealand, thirteen of the chiefs addressed the following letter to the King of England, soliciting his interference, to prevent such an occurrence:

"To King William, the Gracious Chief of England.

"King William,—

"We, the chiefs of New Zealand, assembled at this place, called Kerikeri, write to thee, for we hear that thou art the great chief on the other side of the water, since the many ships which come to our land belong to thee. We are a people without property. We have nothing but timber, flax, pork, and potatoes. We sell these things, however, to your people, and then they see the property of the Europeans. It is only the land which is liberal to us. From thee also come the missionaries, who teach us to believe in Jehovah God, and in Jesus Christ his Son. We have heard that the tribe of Marion (the French) is at hand, coming to take away our land; therefore we pray thee to become our friend, and the guardian of these islands; lest the rearing of other tribes should come near to us, and lest strangers should come and take away our land. And if the people be troublesome or vicious towards us, for some persons are living here who have run away from ships, we pray thee to be angry with them, lest the anger of the people fall upon them. This letter is from us, the chiefs of the natives of New Zealand—Warahi, Rua, Patuana, Nene, Ke Keao, Tetore, Temorengi, Ripi, Hara, Atuahere, Moitari, Matagni, Taunui."—Hobart Town Courier, March 29, 1838.

FALSE ALARM.

By the arrival of the *Fairy*, from New Zealand, we have received intelligence—which certainly has by no means surprised us—that the French ship *La Favorite*, from this port, arrived in the Bay of Islands on the 4th inst., fired a salute, hoisted the tri-coloured flag, and took possession of one of the islands in the name of the King of the French. Capitaine La Place had made some considerable progress in the erection of a fort prior to the departure of the *Fairy*. As we have already stated, we are not at all surprised at this proceeding on the part of the French commander. The object of the French "Discovery Ships" cruising in the South Seas during the last six years has now been, and, we anticipate, will be made still more apparent. It is to found colonies in

this part of the world; and yet, in the very face of these proceedings, which are as plain as the sun at noonday, we have people among us who twaddle about the injustice of our Government in even contemplating the adoption of measures which would have the probable effect, at least, of securing to the British Crown, dependencies so truly valuable as some of the South Sea Islands. With respect to New Zealand, however, has it not been already formally taken possession of in the name of the King of England? Was not the British flag hoisted there by Captain Cook, as well as by succeeding circum-navigators? If so, has not the French commander transgressed the Laws of Nations? and will the British Government submit to such an usurpation? We understand that H.M. brig Zebra is under orders to sail for New Zealand on Sunday. The object of her mission is not publicly known.—Sydney Gazette, October 16, 1838.

We stated on Saturday that the *Fairy* had brought news of the French having taken possession of one of the New Zealand islands. We have since heard another version of the affair—namely, that certain repairs, etc., being required for the ship (*La Favorite*), *Captaine La Place* had pitched a tent upon an island, convenient for the purpose; that upon the apex of the tent a tri-coloured flag had been hoisted, simply as an ornament; and that a couple of guns had been placed before the encampment as a means of preventing opposition on the part of the natives. This certainly is a very probable story, though we, by no means, vouch for its truth. Nothing could be more natural than for the French to act in the manner described, while it would be equally natural for hasty observers to put a wrong construction upon their conduct. A correspondent has favoured us with the following sensible observations on the question of national right:—“As the reported intrusion of the French at New Zealand is at present a topic of much interest, I take the opportunity of bringing to your notice that in the work of Peuchet, Paris, 1821 (*Etat des Colonies des Européens dans les deux Indes*), New Zealand is expressly recognised as a British possession. That Great Britain may not have stationed any civil or military establishment at New Zealand could not derogate from that continued right of possession, which contiguity to these colonies and the necessity for their safety, that adjacent islands be not occupied by any other foreign Power, would always infer. Whether however, the British Government has desired to look upon New Zealand absolutely as a British colony or possession will probably best be decided by the fact of their having directed, or otherwise, “British Plantation Registers” to be granted to the vessels lately built by British subjects from these colonies, a question which was referred by the local Government to Downing street in the early part of the year 1829, and the result of which the gentlemen of the Customs could at once inform you of. Some official documents published not long ago would show that in the case of ‘Otaheite’ (I think), by not sanctioning, if my memory serves me, the use of the British flag by these islanders, the British Government did not intend that all these southern islands should be considered as British dependencies; but it does not follow that Britain would permit the occupation of any by another foreign Power; and, if I am not mistaken, there has been some treaty in which this has been stipulated for. But, as to the British Government sending a consul to New Zealand, as stated by the editor of the *Sydney Monitor* (upon his own knowledge), it is preposterous, for who ever heard of a British consul being sent to a British colony or possession, or to any other than a foreign or independent kingdom.” We have inquired at the Custom House as to the result of the above-mentioned reference to Downing street, and are informed that no answer has yet been received. The official document relative to Otaheite, alluded to by our correspondent, was a despatch from Mr Canning, then Secretary of State for Foreign Affairs, to the late King Pomare, in answer to a request for permission to use the British flag. Our Government did not think it expedient to accede to Pomare's wish.—Sydney Gazette, October 23, 1838.

H.M.S. Zebra has returned from her cruise to the Bay of Islands, where, it was said, the French had taken formal possession of part of New Zealand. The conjecture we expressed at the time—that they had merely landed for some temporary purpose—proves to have been correct; though, it must be admitted, their proceedings were somewhat suspicious. They explored every part of the bay, rivers, etc., and erected marks at the different angles of the harbour to assist their surveying operations. The natives were exceedingly jealous of their designs, and treated them with marked hostility, refusing to hold any communication, and, in the end, tearing down their survey marks. The French were so little satisfied with their reception that they prudently decamped, but not without a considerable acquaintance with the geography of the country, from which, it is fair to presume, they contemplate some ulterior advantage. The Zebra arrived in the Bay of Islands on the 15th ultimo, the French corvette *La Favorite* having sailed thence three weeks previously for South America. In consequence of the alarm created among the natives by this suspicious visit from the French, and of the growing annoyance they are suffering from the vile conduct of a parcel of runaway convicts, amounting to forty or fifty, a number of the principal chiefs had determined on immediately petitioning the British Government to take their country under its protection. They were making preparations for war against a tribe at the East Cape, who had somehow provoked their wrath. The Rev. Mr Williams, the principal missionary, and the zealous, uniform, and often successful, advocate for peace, was exerting all his influence to appease their passions, and prevent the horrid carnage by which New Zealand warfare is always distinguished. From the high respect in which he is held by the chiefs, it was hoped his pacific interference would not be wanted.—*Sydney Gazette*, November 6, 1838.

December, 1838.—The *Courier* brings intelligence that the French discovery ship *La Favorite* left the coast of New Zealand last month for South America. A letter received in Sydney from a gentleman on board the *Favorite* states there was no intention on the part of the Frenchman to establish a settlement on the New Zealand coast.

We rejoice to hear of the application of the chiefs for British protection. It will greatly facilitate that formal occupancy on the part of our nation which we have so frequently and so strongly urged, and on which the future peace and welfare of these colonies will so materially depend. We trust his Majesty's Government will be duly impressed with the importance of such a step, and promptly avail themselves of so excellent an opportunity for frustrating the sinister intentions of foreign interlopers. New Zealand, as we have often remarked, is the great key of the Pacific, and the natural satellite of Eastern Australia. Whatever foreign Power should be permitted to wrench it from our grasp would have the means of inflicting serious injury upon our commerce, and in times of war of effecting mischief of a still graver nature. The anxiety and alarm excited in the colony by the late report of French intrusion sufficiently indicated how generally these opinions are entertained by those best competent to judge, and ought to serve as a further argument for the official interference we recommend.—*Sydney Gazette*, November 27, 1838.

Hobart Town *Courier*, March 8, 1839, reports:—There is an idle rumour abroad of a new Southern Continent having been discovered by the French ships now in the South Seas, under command of M. D'Urville. This is not so. D'Urville found it impracticable to arrive so near the South Pole as he desired, and gave up the attempt. An island not laid down in any of the charts has been discovered south of South Shetlands. The expedition, however, is said to have already added very much to the botanical and geographical sciences.

FRENCH SETTLEMENT IN NEW ZEALAND.

Havre Journal, December 31, 1839, reports:—The steamer Havre is now taking on board in our port all the fishing apparatus destined to complete the equipment of the Compt de Paris, whaler, at present at Rochefort. Sixty emigrants, whose destination is New Zealand, go on board at Havre, in order to embark in the Compt de Paris, Captain Langlois, who commands the expedition.

Sydney Gazette, April 1, 1840, reports:—That an intention exists on the part of the French Government to establish a penal settlement in New Zealand. A company has been formed at Havre for the purpose of colonising New Zealand, and has obtained from the Government a grant of money, a number of picked men from the royal navy, and a commission to reserve, as the site for a penal settlement, a fifth of any land which they may obtain.

August 1, 1840, the same journal writes:—Reports received from New Zealand state that a French frigate had arrived at the Bay of Islands, 103 days out from France; and that three ships with emigrants from Germany and Switzerland were expected daily to reach the Middle Island.

A New Zealand record relates that the armed vessel *L'Aube*, in charge of Commodore Lavand, sent from France in anticipation of the arrival of immigrants by the Compt de Paris, which sailed from Havre, March 19, 1840, arrived at Akaroa, August 17. They found *L'Aube* lying there and the British flag flying—Commodore Lavand had gone to Auckland. Governor Hobson entertained him right royally, and, meantime, finding out his purpose, anticipated him by dispatching a small armed brig, named the *Britomart*, with one Robinson on board, to take formal possession. When the Commodore reached Akaroa he found Robinson had just arrived a few hours before. He and Robinson agreed to keep their proceedings secret, and it was not for a length of time the French emigrants knew they were not under French rule.

The Frenchman supplied his Government with the following information relating to Banks Peninsula:—

Piraki.—There are twenty European men, two women, and five native women; nine houses; fifteen square miles of this land are claimed by Captain Haupleman, owner of the whaling station. No cultivation. Station has been four years established. The soil is good. Since established, it has been visited by five French, one Danish, and one American, whalers. The land claimed is alleged to have been bought from one, Bloody Jack.

I-Kolaki.—There are twenty-nine European men, four Maori men, and six Maori women; ten houses built. The bay and six miles back country is claimed by William Price, owner of a whaling station. The station has been nine months in existence. The soil is good. The purchase said to have been made from Bloody Jack and Pyroa (Taïroa).

Akaroa (Takobinik).—There are four European men, one European woman, and one house. The bay and sixteen square miles alleged to have been purchased by Captain Rhodes. Bullocks and cows are grazing on the land. Two acres are under cultivation in vegetables. Have been nine months in occupation. The soil is good. Title signed Pyroa (Taïroa).

Oishew.—There are twenty-four men, four Maoris, and six European women. Sam Brown and William Woods, owners of the whaling station. Have been six months in occupation. Land good, but hilly. No cultivation. Wood claims sixty acres in Otazi, in respect of the Maori woman, with whom he lives.

Rouncatiki.—There are two men, one Maori woman, and two houses. One acre claimed by Angus and Clough, who are simply squatters. Have been four years in occupation. The soil good. Clough has generally deserters residing with him from whalers. About forty natives also reside there.

Port Levi.—There are two Europeans and three Maoris. Europeans temporarily employed as coopers. The soil is good. A considerable quantity of flat land is said to exist westward of Port Cooper. Weller, merchant, Sydney, is said to have had some surveyors employed measuring it.

IN MEMORY OF FRENCH NAVIGATORS.

The names which stud our southern coast, and are familiar in our mouth as household words—Bruny Island, D'Entracesteaux Channel, Recherche Bay, Port Esperance, River Huon, Cape Raoul, and others—stand a perpetual monument to the memory of the French navigators on these South Sea Islands.—J. B. Walker, in the Royal Society, Hobart.

The French discovery crews suffered terribly from want of precautions, coupled with the miserable character of their victualling.—Ibid.

French voyages of discovery were singularly fatal to their commanders. Beside La Perouse, who perished with all his ship's company, not one of the commanders who visited these waters lived to return to his native country. Marion du Fresne, was killed in New Zealand; Admiral D'Entracesteaux died at sea, off the Admiralty Isles, and his next-in-command, Huon Kermadec, at New Caledonia; Brandon died at Mauritius, on the voyage home.—Ibid.

NEW ZEALAND NAUTICALS, SHIPPING LIST, ETC.

[From the date of the earliest records to 1840-43, shipping incidents and events occurring at other besides southern parts of the colony, not recorded in historical narrative, are detailed. Although every available source of information has been ransacked, the list as a whole is necessarily incomplete. What, on the other hand, may read "jerky" is due to the meagre information obtainable.]

Arthur, 265 tons, Scott, master, cleared out at Sydney for China, with New Zealand sealskins, 1802.

Atlas, 362 tons, Brook, master, cleared out at Sydney for China, with New Zealand sealskins, 1802.

Albion, Buncker, master, at the whaling grounds, July 8, 1804. (Another craft of the same name, registered 269 tons, is reported whaling on the coast, February 1, 1831.)

Antipod (sch.), on the coast whaling grounds, March 19, 1809.

Active (brig), 110 tons, Thompson, master, on missionary work, 1815; at which date she rescued the survivors of the ill-fated Betsey, wrecked at Macquarie Islands. In 1820 (December 31), still under command of Thompson, she called in at New Zealand from the whaling—making her way to Sydney, where she arrived August 31, 1821. Fourteen years thereafter, she is again mentioned in the whale trade, in charge of one Drysdale, also named Davidson. Her tonnage at the last date is set down as 105.

Adventure, Keith, master, whaler, marooned four men on Snares Island some years prior to 1817. (See Snares.)

Ann, Lawrie, master, working the whale grounds, March 17, 1821. A craft named Anne, 179 tons, is on the coast whaling, July, 1831; also Anne, Captain Clark, about 1810.

Argus, Barclay, master, whaling, September, 1831.

Australian, 265 tons, whaling, February 1, 1831.

Admiral Cockburn, Kemp, master, whaling, February 1, 1831.

Admiral Gifford, entered in from Dusky, December 31, 1831.

Alexander Green (brig), on coast, February 17, 1832.

Alligator, H.M., Lambart, commander, on the coast, 1834. A schooner of the same name, in charge of one Fairley, master, entered in at Sydney from New Zealand whaling, 1826; being also reported in 1825.

Alice, on the New Zealand coast, March 1, 1839.

Agnes, Captain Coffin, is mentioned by Rutherford, but the records make no mention of it. Captain Coffin, we know, was skipper of the Enterprise, and 12 months after he is alleged by Rutherford in the narrative of his adventures to have been killed at Poverty Bay, we find him in command of the Enterprise, rescuing a party of maroons at Snares Islands (see Snares Island).

Alexander McLeary (sloop), attacked by natives at Kawhia, September 12, 1834.

Argo (brig), Billings, jun., master, about 1831.

Arrow (brig), no further particulars given.

Amity, 148 tons, Worth, master, about 1831.

Atalanta, Morrison, master, 1810.

Betsey, Goodenough, master, December 28, 1814. A Macquarie Island craft, which met with a most disastrous voyage, and was lost.

Brittania, about 1796, at Dusky, under commission to officers of the guard.

Brixton, September 16, 1821. In Wesleyan Mission work.

Brampton, Moore, master, July 22, 1823. Wrecked with Rev. Mr Marsden and his party on board.

Bee (brig), 134 tons, Cuthbert, master, 1831, reported at whale grounds.

Blackbird, 67 tons, Duff, master, 1835, reported at whale grounds.

Brazile Packet, August 8, 1836, crew reported to have mutinied.

Brisk (barque), about 1852.

Buffalo, on New Zealand coast, 1805.

Boyd, Captain John Thompson, tragedy, 1809.

Coromandel, 522 tons, Stirling, master, cleared out from Sydney, with New Zealand sealskins, for China, 1802. Coromandel, H.M.S., after visiting New Zealand, cleared out from Sydney for England, in command of Captain Downie, February 15, 1820. She is classed a storeship. She is again reported on New Zealand coast, June 16, 1821.

Contest, Johnston, master, reported at whale grounds, February 10, 1805.

Cumberland (sch.), Stewart, master, June, 1812, lost a seal gang at Campbell's. Cumberland, a colonial brig, was sent, in command of Lieutenant Robins, to watch French vessels, in 1831. Cumberland, a brig, reported at the whaling grounds, March 17, 1821.

Concord, Garbut, master, on New Zealand coast, May 4, 1811.

Campbell Macquarie, had a seal gang on Macquarie Islands, where she is reported to have been wrecked, March 21, 1812. Again reported in Dusky Bay, November 26, 1814—probably another of the same name.

Caroline, Wesleyan Mission work, January 6, 1821. Caroline, 198 tons, Williams, reported at the whaling grounds, December, 1831. Caroline, 68 tons, reported at the whaling grounds, July, 1831, Anglem, master.

Catherin, Graham, master, reported at the whaling grounds, March 17, 1821.

Cypress (brig), Carew, master, piratically seized and carried to Dusky Bay by convicts, August, 1828. (See Dusky.)

Charles (cutter), Curran, master, was first to report Manukau Harbour and the harbours along the coast towards Taranaki. Report dated November 1, 1831.

Cossack (sch.), Dix, master, wrecked New Zealand coast, March 18, 1823.

Courier, 185 tons, July 7, 1831, visited Chalky.

Convey, Raix, master, reported at the whale grounds, September, 1831.

Cape Packet, 210 tons, reported at whale grounds, July, 1831.

Curran Lass (sch.), 90 tons, Bucknell, master, trader, November 2, 1831.

Columbus, on the coast about 1838.

Clarkston, 244 tons, reported at whale grounds, July, 1831; and again, March 1, 1839.

Countess of Minto, wrecked at Macquaries, 1851.

Deladus, H.M.S., 1793.

Discovery, a consort ship, with Captain Cook in the Resolution, in 1777. Had 80 souls on board.

Dromedary, H.M.S., on the coast of New Zealand, 1820-21.

Dart (cutter), 21 tons, Spooner, 1831; ditto, 108 tons, Hinson, about 1831.

Dragon, Briggs, master, July 7, 1831; associated with the Elizabeth and its master, Captain Stewart. (See brig Elizabeth and Captain Stewart.)

Darling (sch.), 37 tons, Spencer, October, 1831.

Darco, 257 tons, Surrey, afterwards Kenworthy, whaler, 1835.

Dublin Packet, July 14, 1838.

Duke of Roxburgh, October 5, 1839.

Diana, Barker, master, on the coast, 1810.

Endeavour, 1769, Cook. Endeavour, 1782, Dusky Bay wreck. Endeavour (sch.), belonging to Kable and Underwood, 1803, reported having lost seal gang of six men, August 27, 1809; ditto, Dacre, 1824.

[Endeavour—Captain Cook's vessel—was a barque of 370 tons, built for the coal carrying trade on the coast of England. Cook himself thought a vessel of that build was most suitable for the purposes of his expedition. They were adapted for beaching without any serious risk of sustaining damage. That is the principal reason he gives for preferring that description of craft.

His complement of officers and men was—himself as commander, 2 lieutenants, master and boatswain (with two mates each), a surgeon and carpenter (with two mates each), a gunner, a cook, clerk and steward, 2 quartermasters, an armourer, a sailmaker, 3 midshipmen, 41 able seamen, 12 marines, and 9 servants—making 84 in all. She was victualled for 18 months, and had on board 10 carriage and 12 swivel guns, with a good store of ammunition and other necessities.]

Enterprise (American), Coffin, master, off Snares, 1817; ditto, February 9, 1827.

Elizabeth and Mary (sch.), 74 tons, Worth, master, June, 1812; June 3, 1826; last heard of, August 2, 1830, then in command of Captain Owen.

Elizabeth, Goron, master, 1822. Elizabeth, Brooks, master, March 3, 1825. Elizabeth, 236, Stewart, master, 1830-31. (See brig Elizabeth, Captain Stewart.) Elizabeth, 130 tons, Brown, 1830-31. Then we have Elizabeth, Hart, master, a whaler, 1831; ditto (barque), Deen, master, a whaler, September, 1831; ditto, ditto, Fowler, master, December, 1831; ditto, 236 tons, Clark, master, 1831; ditto, described as the richest whaler in the New Zealand waters, February 1, 1831; ditto, Fowler, 1831, whaler; ditto, Finnes, whaler; ditto, Kent, February 9, 1827; ditto, Currie, March 31, 1833.

Elizabeth Henrietta (H.M. colonial brig), in command of Captain Kent, entered out from Sydney, November 5, 1823, and was wrecked at Ruapuke. (See Ruapuke: Gun Boat Wreck, etc.)

Eliza, reported 1808.

Earl of Hardwick, whaler, 1850, at Auckland Islands.

Eclipse (sch.), 1825, cut out. (See Dusky.)

Earl Stanhope, whaler, March 31, 1833.

Experiment, on the coast, 1810.

Fox, Cox, master, January 31, 1809.

Faith, February 9, 1827.

Fame (brig), 202 tons, Banks, master, whaler, September 29, 1831.

Fanny (barque), whaler, September, 1831.

Fortitude (sch.), Mackay, master, 132 tons, attacked by natives in Hokianga River, July 26, 1833 (see Shipping Disasters.) She is first heard of March 31, 1833; and then again, April 1, 1835.

Fortune, July 14, 1838, reported from whaling grounds.

Friendship, July 14, 1838, reported from whaling grounds.

Falcon, Leslie, master, October 16, 1839.

Fairy, October 16, 1838; 28 tons, Akers, master, about 1831.

Fancy, 321 tons, 1850.

Governor King (sch.), whaling, 1803-04.

Governor Bligh (colonial sch.), Goron, master, whaling, March 12, 1809; flax trade, June 2, 1810; January 21, 1811; island sealeries, May 14, 1811. She was latterly in command of one Chace.

General Gates (American), Riggs, master, whale and seal, 1822.

Glory, Brown, master, sealer, 1824.

Genii, 164 tons, whaler, reported July 2, 1831.

George, M'Kelly, whaler, reported September, 1831.

Geographe, French expeditionary ship, 1832.

Governor Bourke, whaler, reported July 14, 1838.

Governor Philip (brig), 16 guns, Harding, commander, March 1, 1839.

General Williams, American whaler, October 30, 1839.

Guide, 147 tons, Ashmore, about 1831.

General Wellesly, Dalrympal, master, in which Geo. Bruce was decoyed, about 1810.

Hercules, 595 tons. Betts, master, cleared out for China, with New Zealand skins, 1802.

Heemskirk, Tasman, 1642.

Harriett, 211 tons. Jones, September 20, 1817; ditto, Guard, 1826; ditto, Read, February 1, 1831; July 2, 1831; September, 1831.

Haweis (colonel brig), Dibbs, master, January, 1826.

Herald (sch.), March 7, 1826; ditto, H.M.S., June 7, 1840, took Governor Hobson to New Zealand.

Harmony, February 9, 1827.

Hantlery, whaler, reported September 3, 1830.

Henry, Griffiths, sealer, April 5, 1831.

Hasmy, 323 tons, sealer, July 2, 1831.

Harlequin, whaler, October, 1831.

Indispensable, Best, master, whale and seal, July 20, 1811.

Inspector, Walker, master, whale and seal, July 20, 1811.

Indian, West, master, whaler, March 17, 1821; in Preservation, March 24, 1822, where Captain West was caught by a whale and killed. (See Preservation Inlet.)

Industry (sch.), Bagg, master, reported mutiny, and master hove overboard (see Shipping Disasters), January 8, 1826; ditto, reported at whale grounds, February 9, 1827.

Independence (American), Barrett, master, March 17, 1821.

Imogene, H.M.S., Blackwood, commander, taking Busby to New Zealand, as British Resident, June 14, 1835.

James, Mouatt, master, reported at whale grounds, March 17, 1821; ditto, entered in at Sydney, Cobbin, master, from New Zealand, September, 1831.

Junco (brig), 212 tons, Paterson, master, reported March 29, and entered in from whale grounds, July, 1831.

John Bull, 179 tons, reported at whale grounds, July, 1831.

Jane, reported from whale grounds, December, 1831, ditto, Mossman, master, whaler, April 1, 1835.

Joseph Weller (sch), 49 tons, Hathway, sealer, April 1, 1835.

Jane and Henry, 147 tons, Cobern, master, sealer, April 1, 1835.

Jean Bart, French whaler, rendezvoused at Aucklands, 1838; afterwards seized by natives at Chatham Islands.

King George, missionary work, December 7, 1816.

Kent, Garden, master, whaler, March 17, 1821.

La Corrie (French), for China, with New Zealand skins, 1802.

Lynx, 180 tons, Seddon, master, July, 1823; ditto, 1831; ditto, 1839, when she was wrecked in New River.

Lambton (cutter), brought stores for N.Z. Settlement Company; Barnett, master, February 11, 1827.

Larn, H.M.S., Kingcomb, commander, April 3, 1826.

Lloyds, How, master, whaler, August 14, 1830.

Lucy Ann, 214 tons, Rapsay, reported at whale grounds, April 1, 1835.

Lady Blackwood, 254 tons, at whale grounds, July, 1831.

Lord Rodney, 166 tons, at whale grounds, July, 1831.

Lady Rowena, 323 tons, at whale grounds, July 2, 1831.

Louisa, reported May 26, 1831, timber laden.

Lively, accompanied Brisco in the Tula to high southern latitudes, in quest of discoveries, January 4, 1832.

Lunar, March 31, 1835; and 1843, when wrecked at Waipapapa Point.

La Manch, French whaler, rendezvoused at Aucklands, 1838.

La Herion, French whaler, rendezvoused at Aucklands, 1838.

La Favourit, French whaler, rendezvoused at Aucklands, January 18, 1838.

La Aube, Lavand, commander, arrived in Auckland, en route to Banks Peninsula, 1840.

Lord Nelson, Enderby, whaler, 1850.

Lord Duncan, whaler, 1850; again in 1851.

Lord Liverpool (cutter), 70 tons, Kent, master, about 1831.

Lady Nelson, on the coast, 1806.

Mary and Sally, Feen, master, November, 1811, when she reports having seen strange animals on Campbell Islands.

Matilda, Fowler, master, shipping mishap, 1814. (See Shipping Disaster.)

Moruoy, Russian expeditionary, watered at Macquarie Islands, September, 1816.

Minerva, Bell, master, February 15, 1820.

Mermaid (cutter), Kent, January 24, 1823; and June 24, 1824, carrying Busby to relief of Elizabeth Henrietta.

Mariner, Douglas, sealer, July, 1823.

Madeira Packet, whaler, February 9, 1827.

Mary Jane, 249 tons, sealer, July 2, 1831.

Mary Elizabeth (N.Z. cutter), to be stationed in New Zealand, October 8, 1831.

Mary Dryborough, sealer, March 31, 1833.

Magnet (barque), sealer, July 14, 1838.

Margaret Rait (American), Coffin, master, October 30, 1839.

Mercury, Edwards, cut out by natives at Whangaroa, April 28, 1825.

New Zealander, 1810; ditto, Alder, July 27, 1811; ditto, April 12, 1831; ditto, 143 tons, April 1, 1835; ditto, 143 tons, Joseph, master, December 31, 1835.

Newcastle (colonial sch.), Fairley, 1824; ditto, May, 1825.

North American, Wyper, whaler, March 17, 1821.

Nimrod (no particulars given).

Nelson, whaler, March, 1831; again, December, 1831.

Nancy, Pryde, whaler, March 10, 1831.

Napoleon, Hunter, master, whaler, September, 1831.

Naturaliste, French expeditionary, 1832.

Otter, March 19, 1809.

Persenis, 362 tons, Davidson, master, cleared out from Sydney, with New Zealand skins, for China, 1802.

Pegasus, Buncker, master, sealer, March 12, 1809.

Perseverance (brig), Hasselburg, master, discovered Campbell Islands; master drowned there, November 14, 1811 (see Campbell Islands); reported in New River, April 20, 1813; again reported, December, 1825, on New Zealand coast, in command of Captain Kinnear.

Providence, Herd, loaded New Zealand spars, March 26, 1820; again on the coast, May 22, 1822.

Prince Regent, Anderson, whale grounds, March 17, 1821.

Prince of Denmark (sch.), Stewart, master, regular trader, reported October 20, 1825; 1826; December 31, 1831; 1832 (Jack, master).

Percenean, wrecked at Campbell Islands, October, 1828.

Pocklington, 204 tons, Jones, master, whale grounds, July, 1831

Palambane, timber laden, March 8, 1831.

Pelorus (H.M. brig), 16 guns, Harding, master, March 1, 1839.

Porpoise (American), exploring ship, March 7, 1840.

Phantom, H.M.S., at Auckland Islands, 1852.

Queen Charlotte (brig), Henry, master, on coast, 1822.

Resolution, in command of Captain Cook, was on the coast of New Zealand (South) early in 1777. Including her commander, she carried 112 souls; officers, men, and expeditionaries.

- Regalia, Dixon, master, in New Zealand and Macquarie Island seal trade, September 21, 1816.
- Rambler, Smith, reported at whale grounds, March 17, 1821.
- Robert, Quayley, in New Zealand and Macquarie Island seal trade, September 21, 1816.
- Research, Dillon, master, cruising on New Zealand coast, April 13, 1827.
- Rainbow, H.M.S., Rouse, commander, on coast, April 18, 1827; experimented with New Zealand flax ropes, 1831.
- Roman, American whaler, on New Zealand coast, October 30, 1839.
- Ranger (revenue cutter), on New Zealand coast, February 28, 1840.
- Rosario, H.M.S., Palmer, commander, took possession of Bounties (see Bounty Islands), in 1870.
- Rosanna, Herd, master, February 11, 1827, with stores for N.Z. Settlement Company.
- Snapper (cutter), on coast about 1813-14; ditto, Edwardson, master, March 28, 1823 (see Stewart Island—Cadde's Rescue); ditto, Abrill, master, 1824.
- Satellite (H.M. brig), Currie, R.N., commander, on New Zealand coast, March, 1823.
- Seringapatam, Joy, master, whaler, March 17, 1821.
- Saracen, Kerr, master, whaler, March 17, 1821.
- Science, whaler, March 17, 1821.
- Sisters, Duke, master, whaler, February 9, 1827; ditto, 1831.
- Samuel, on coast of New Zealand about 1826; ditto, 66 tons, Banks, about 1831.
- Speke, M'Pherson, missionary work, July 1, 1821.
- Sydney Packet, 83 tons, Owen, master, 1831; ditto, 83 tons, Bruce, master, April 1, 1835; ditto (in Preservation), September 3, 1846.
- Susannah, 233 tons, April 1, 1835.
- Surrey, 365 tons, April 1, 1835.
- Sydney Cove, reported at South Cape, Stewart Island, where she is alleged to have been captured by the natives about 1807 (see Stewart Island). Ditto, M'Larrin, master, January 21, 1811; ditto, Sutton, master, December, 1831.
- St. Michael, Beverage, master, November 7, 1824.
- Seamander, whaler, March 31, 1833.
- Sally, June 10, 1826 (Lovat, master).
- Surprise (sloop), 1803-4.
- Scorpion, 343 tons, Dagg, March 1, 1804; carrying Letter of Marque, captured two French whalers (see Whale Fisheries).
- Sarah, Bristow, June 5, 1808.
- Santa Anna, Moody, master, March 19, 1809; ditto, Dagg, master, February 9, 1811.
- Spring Grove, Mathieson, master, January 21, 1811.
- Sir George Murray, whaler, December, 1831, 392 tons, M'Donald, master.
- Sir William Wallace, whaler, March 31, 1833.
- Samuel Winter, Robertson, October 22, 1839.
- Success, 82 tons, Catlin, whaler, October 22, 1839.
- Samuel Enderby, 395 tons, Enderby, master, whaler, at Aucklands, December 4, 1849.
- St. Patrick, Captain Dillon, about 1827.
- Speculator, 39 tons, Parker, master, about 1831.
- Tula, Brisco, master, made expedition to high southern latitudes in consort with the Lively, leaving New Zealand, January 4, 1832.
- Tory (New Zealand Settlement Co.'s first ship), December 12, 1839.
- Traveller, March, 1835.
- Tigress, at the whale grounds, March, 1831; (registered tonnage, 192).
- Thetis, Gray, master, at the whale grounds, March, 1831; entered in December, 1831.

- Tees (H.M.S.), for relief of Elizabeth Henrietta (wrecked at Ruapuke Island), on the coast, June 5, 1824.
- Trial (brig), Hovell, master, attacked by natives at Trial Harbour (see Shipping Casualties), December 12, 1834: ditto, visited Dusky, date not mentioned. Supposed to be Captain John Howell, a skipper well known in Southern New Zealand.
- Urania, Reynolds, master, in which Te Pehi, sailed for England, about 1827.
- Unity (colonial vessel), December 29, 1809.
- Venus, 288 tons, sealer, July 2, 1831; ditto, December, 1831; ditto, Daes, master, 1803.
- Vansittart, Hunt, master (mishap, shipping disaster), May, 1822.
- Vittoria (barque), 281 tons, about 1831.
- William Stoveld, Davidson, master, 187 tons, at whale grounds, July 2, 1831.
- Waterloo, 68 tons, at whale grounds, December, 1831; ditto, 414 tons, Coe, master, April 21, 1835.
- Woodlark, 245 tons, whale grounds, July, 1831; also 1822.
- Wave, September 3, 1830.
- Wolf, March, 1831.
- Westmoreland, Potter, master, loaded spars, July 23, 1820.
- Wellington, piratically seized, December 12, 1836 (see Shipping Disasters).
- Wellington (colonial brig), on New Zealand coast, December, 1825.
- William Hamilton (American), whale grounds, October 30, 1839.
- Weller (sch.), 49 tons, whaler, Hathway, master.
- Warspit (H.M.S.), Hon. R. S. Dundas, commander, 70 tons.
- Westminster, accompanying Hobson, 1840.
- William IV., September 7, 1832.
- Woodstock, Russian expeditionary, September, 1816.
- Whitby (barque), no other particulars given.
- Will Watch (barque), no further particulars given.
- Zebra, December, 1831; ditto (H.M.S.), November, 1838.

SHIPPING MEMORANDA.

During 1821 two war vessels visited the coast, both of which took away a cargo of spars. They were H.M.S. Dromedary, which left Sydney for New Zealand, December 29, 1820, returning thither, February 15, 1821, on which date she again sailed for England. The commissioners appointed to inquire into the transportation system returned in her. The other was the H.M.S. Coromandel, a store ship, commanded by Captain Downie, which arrived in Sydney from New Zealand, June 14, and sailed for England July 25. New Zealand spars for the Government dockyards about this time appear to have been in much demand. Two English convict ships, after discharging at Sydney, sailed for England, by New Zealand, where they are reported to have loaded New Zealand timber, principally ships' spars, for the Home market. They were the Providence, Herd, master, which sailed in March 26, and the Westmoreland, Potter, master, which reached Sydney, May 31, and sailed for New Zealand, July 3. Captain Herd again makes his appearance in New Zealand as commander of the Rosanna, which, together with the cutter Lambton, Barnett, master, sailed from Sydney, February 11, 1827, with stores for the New Zealand Settlement Company. The other New Zealand shipping records for the year are:—Active (brig), Thomson, master, reported to have left New Zealand, December 31, 1820, for the whaling grounds—arriving at Sydney, August 31, 1821; the Minerva, Bell, master, from New Zealand (February 15), to Valparaiso; thence she sailed for Sydney, arriving August 10; sailing again for Calcutta, August 31.

1823 records show considerably more activity than those of 1821. A well-known skipper on the New Zealand coast, Captain Edwardson, makes his appearance for the first time, in charge of a colonial cutter, named Snapper. He entered in from New Zealand, March 28. Edwardson, who engaged largely in the seal trade during the succeeding seven years, rendezvoused a good deal in Chalky, then named Dark Cloud and Cloudy Bay. It was afterwards known among sealers as Edwardson's quarters, and to this day an upper reach of the sound is named Edwardsons. Under date April 19, Sydney Gazette reports:—The cutter *Mermaid*, to be commanded by Mr Kent, is fitting out by Government for another expedition to New Zealand. She arrived from Tahaita, January 24, and, after getting fitted up as reported, sailed for New Zealand, May 7, from whence she returned, August 15. On June 24, 1824, she sailed for New Zealand, taking Mr James Busby, who succeeded in recovering H.M.S. *Elizabeth Henrietta*, wrecked in Golburn (Ruapuke) Island, referred to elsewhere. Another New Zealand catastrophe vessel, the *Brampton*, Captain Moore, makes its appearance at this time. She reached Sydney with male prisoners from Ireland, and sailed for New Zealand, July 22. She was subsequently lost at the Bay of Islands. Particulars of the wreck are given under "Missionary." Two cruisers make their appearance this year in New Zealand waters. *M.H.B. Satellite*, Captain Currie, R.N., arrived from Hobart, March 12, and sailed on cruise to New Zealand, March 23, returning from thence, April 18, when she finally left for Trincomalee, to rejoin the naval forces in the Indian Ocean. Her voyage to and from New Zealand proved singularly uniform. She occupied seven days on the outward passage, she spent seven days on the New Zealand coast, and occupied exactly seven days return trip to Sydney. The unfortunate H.M.C.B. *Elizabeth Henrietta*, referred to above, arrived from Hobart, sailed for New Zealand, November 5, under command of Captain Kent. Her subsequent adventures are detailed under "Shipping Disasters."

The shipping record for 1824 is exceedingly uninteresting. A schooner named *Endeavour*, Dibbs, master, and afterwards commanded by Dacre, makes sundry voyages in the pork trade. Captain Dibbs again makes his appearance on the New Zealand coast as skipper of a colonial brig named *Haweis*; and as late as January, 1826, we hear of him prosecuting the seal trade amongst the southern islands, still in charge of the *Haweis*. The *Glory*, Brown, master, is mentioned as a seal and hair skin vessel, employed in the trade of these islands. The cutter *Snapper* is also mentioned, in charge of one Abrill, as prosecuting the southern New Zealand seal trade. A schooner named *Newcastle*, Fairley, master, appears for the first time in the trade. Evidently the bulk of the New Zealand trade this year was transacted with the south. H.M.S. *Tees* visits the coast for the purpose of inspecting the wreck of the *Elizabeth Henrietta*, which she reports to be irreclaimable. She left Sydney, April 15, returning June 5. For detailed particulars of the wreck see "Shipping Disasters."

In 1826 a decided improvement appears in the shipping record. The year opens with a visit from H.M.S. *Larne*, Captain Kingcomb, who sailed for Hobart, New Zealand, and Norfolk Island, completing the round trip, April 3, on which date she entered in at Sydney. A number of new trading craft make their appearance, and, as they stick to the trade, we may fairly assume it was lucrative. The schooner *Herald* arrived from New Zealand, March 7. Down to August 14, 1827, she appears to have made regular trips to and from New Zealand. The schooner *Alligator* entered in from New Zealand, with seal-skins, May 24. The *Elizabeth* and *Mary*, another colonial schooner, of 74 tons, Captain Worth, commenced rather an eventful career, June 3, on which date she arrived from New Zealand, with fur and oil. March 12, 1827, she again entered in, with 3000 skins and 10 tons oil. May 5, 1830, she was still in the New Zealand trade, now in charge of one Morris. We last hear of her,

August 2 of that year, on which date she was in the hands of one Owen as master. The schooner *Prince of Denmark*, likewise well known on the New Zealand coast, makes its first appearance, about this date: also the *Samuel*, another New Zealand craft, which achieved an eventful record.

1827 must have been a busy year in the colonial shipping trade. H.M.S. *Rainbow*, in command of Captain Rous, made a month's cruise to New Zealand, leaving Sydney, March 14, returning April 18. The *Elizabeth*, Kent, master, entered in, with 38 tons pork and 39 pine logs; also the *Samuel*, with 4500 fur sealskins. The *Faith*, *Sisters*, *Industry*, *Madeira Packet*, *Enterprise*, and *Harmony* are all traders, made first mention of, this year. The more noteworthy of these are the *Sisters* and the *Industry*. The Customs entry recording the former reads:—February 9, 1827.—Arrived, the *Sisters*, whaler, Robert Duke, master, from New Zealand, which she left, January 23. Captain Duke brings an account of the piratical capture of the brig *Wellington*, which was recaptured by the *Sisters*. (See details of the capture and recapture under "Shipping Disasters.")

In 1830 twenty-eight vessels, each an average of 110 tons burden, made an aggregate of fifty-six voyages from Sydney to New Zealand; the total tonnage thus cleared being 5888. In the same year twenty-six vessels, of the average tonnage of 115, made forty-six passages inwards; their aggregate tonnage being 4959. Of seventy-eight vessels cleared out from Sydney for foreign States, South Sea Islands, and the whale fisheries, fifty-six were under orders to touch at New Zealand, and forty-six arrivals under the same head had touched at New Zealand.

In 1831 forty-nine vessels, representing a burden of 6698 tons, entered at Sydney from New Zealand. The vessels entered out at Sydney were thirty, representing the burden of 3851 tons. Sydney Gazette, January 11, reports:—The fine New Zealand-built ship *Sir George Murray*, was put up to the hammer, and knocked down by Mr Simmons for £1300. Captain Donald became the purchaser, risking the want of a register, though we fear that sailing, even with a protection, out of the port, would not secure her against seizure by the first man-of-war. She would make an admirable whaler. Captain Pryce, of the *Nancy*, reports (March 10) encountering tremendous weather almost from the moment of his leaving Sydney Heads. He was therefore compelled to put in at the Bay of Islands. He was to resume his voyage south on the 13th, and mentions that they were all very comfortable on board, and everything seemed to indicate a pleasant voyage.—Sydney Gazette, March 29, 1831, gives the following example of ships' cargoes of the period:—Arrived from New Zealand, brig *Argo*, 169 tons, Billing, master, with 10 tons potatoes, 30 pigs, 30 jars pickled oysters, 2 sacks wheat.—Dawson, Grove, and Co., agents.

List of vessels in the New Zealand trade, hailing from Sydney, as on April 21, 1835:—*Blackbird*, 67 tons, Duff, master; *Waterloo*, 414 tons, Coe, master; "*Sydney Packet*," 83 tons, Bruce, master; *New Zealander*, 145 tons, master not named; *Joseph Weller* (schooner), 49 tons, Hathaway, master; *Active*, 105 tons, Drysdale, master; *Lucy Ann*, 214 tons, Rapsay, master; *Jane and Henry*, 147 tons, Cobern, master; *Fortitude* (schooner), 132 tons, Mackay, master; *Draco*, 257 tons, Kenworthy, master; *Susannah*, 233 tons, master not named; *Surrey*, 365 tons, master not named.—Sydney Customs Record for the year 1835.

I think there are more Americans visit New Zealand waters than British ships. Two years ago there were about 300 sail of American whalers in the Pacific Ocean.—R. Fitzroy, R.N., in Committee of the Imperial Parliament, May 11, 1838.

FIRST VESSEL BUILT IN NEW ZEALAND SOUTH.

Busby, in his "Original Documents," in the office of the Colonial Secretary, states:—"Two very handsome vessels (one 370 tons, the other 140) were built in New Zealand this (1832) year. They were made of New Zealand timber, built by English mechanics, and—he adds—"in all their pursuits the English are largely assisted by the natives." Heaton, in his "Australian Dictionary of Dates, etc.," informs us:—"The first vessel built in New Zealand by European whalers was launched at Dusky Bay, Codfish Island. It was 150 tons burden." The date given is 1814. We have here a territorial muddle, sufficient to cast doubt upon the information as a whole. Codfish Island is located on the west coast of Stewart Island, 40 miles, at least, from Dusky. The facts are these:—The *Britannia* left Sydney Cove for the Cape of Good Hope under charter to the officers of the New South Wales Corps, for cattle. En route, she landed a sealing gang of twelve at Dusky. A year afterwards (July, 1793) the *Endeavour* reached Dusky, bringing the framework of a schooner named *Francis*. The *Endeavour* was in such an unseaworthy state that she was abandoned. That was the origin of the much-talked-of Dusky Sound wreck. Meantime, the sealing gang, assisted by the crew of the *Endeavour*, fitted up the schooner, and by that means escaped from their isolated position in Dusky. Strictly speaking, this vessel was not built in New Zealand. She was only put together. Instead of 1814, the date given by Heaton, the correct date was 1793, as given by Collins, in his "Narrative of New South Wales." About the date indicated by Busby, Tuhawaiki (Bloody Jack) had a craft answering the description of the 140-ton vessel. It was built at Waikawa by one Peter Grant. Bishop Selwyn sailed in this craft on the occasion of his memorable visit to the south, and he makes special mention of it in his writings. Busby was in Southern New Zealand about this time recovering the wreck of the frigate *Elizabeth Henrietta*, and the probabilities are he learned all about its construction. That vessel was built wholly of New Zealand timber, and the natives are known to have largely assisted in its construction; Peter Grant himself being, what Busby designates, an English mechanic. In all probability that was the first vessel built in Southern New Zealand.—"Traditions of the District."

NEW ZEALAND SETTLEMENT COMPANY COINCIDENT.

In a communication dated Wellington, September 27, 1841, Colonel Wakefield, as principal agent for the company, addresses the following:—I take advantage of your Excellency's presence in this port at this time to represent to you the following circumstances. There are now lying at anchor here three vessels, the barques *Whitby* and *Will Watch*, and the brig *Arrow*, chartered by the New Zealand Company. They contain various stores and implements for the use of the surveyors, instructed to lay out a settlement for a body of colonists expected to leave England this month. The exact situation of the intended settlement is as yet unknown, and none of the passengers by these vessels have landed with the intention of remaining at this place. The Collector of Customs claims duties on the articles subject to them before the vessels can proceed to their destination, and otherwise requires the observance of all the forms known in recognised ports. Considering the nature of the enterprise on which the vessels are bound; that they only called for instructions and made a rendezvous at this place; and that the persons in charge of them had no knowledge when they left England that a Custom House was established here, I venture to solicit your Excellency to instruct the Collector of Customs to dispense with the regulations enforced, as regards vessels bringing passengers and cargoes to be disembarked here, and that no advantage should be taken of any informalities committed by the masters, who, in ignorance of the regulations now in force, have rendered themselves liable for duties on their ship's stores now remaining, and those expended on the voyage.

Thereupon Edward Shortland, secretary to the Governor, replied, September 28, 1841:—I have the honour to acknowledge the receipt of your letter of the 27th instant, relative to certain vessels, now in the port of Wellington, being subject to Customs dues and regulations. In reply, I am directed to inform you that his Excellency has already given instructions to the sub-collector to permit vessels which arrive at Port Nicholson from Great Britain, in their passage to other settlements in New Zealand, to proceed on their voyage on payment of the necessary duties, without their cargo being discharged at Wellington. But his Excellency does not consider it advisable to grant any further authority to depart from the general rules of the department before referring the matter to the Collector of Customs for the colony. In the meantime, his Excellency has directed the sub-collector, as far as the regulations under which he acts will allow, to avoid taking advantage of any informalities on the part of masters of vessels, which may have arisen from the causes referred to in your letter.

FIRST MENTION OF MANUKAU HARBOUR.

We learn from Captain Curran, who commanded the cutter *Charles*, sent to New Zealand for various purposes by Mr T. H. James, that in the deep bight between Hokianga and Taranaki, considered so very dangerous and fatal in westerly winds (being supposed to contain only bar harbours), Manukau proves to afford a safe and commodious retreat. Unfortunately, however, owing to the excessive leaky state of his vessel, Captain Curran was not able to proceed up the harbour, nor accomplish more than a survey and sundry sketches of its entrance. The harbour, however, is very extensive, and capable of holding all the British Navy. It has two branches: one stretching towards Waipau, on the Upper Waikato, the principal flax market; and, if Mr Curran's observations are correct, this harbour will no doubt, as soon as known, become the common and general rendezvous for all traders on that side of the island. The three next harbours to the southward (probably Waikato, Raglan, and Mokou), whose bars he has carefully surveyed, are dangerous, and cannot be entered on account of the very high surf, which rolls and breaks with great violence when the wind has any westing. Waikato is described as a safe and good harbour when inside, but dangerous to enter with westerly winds, only in moderate weather, although its bar has a good reach between the spits.—Sydney Customs Memo., dated November 1, 1831.

SHIPPING DISASTERS.

Captain Hunt, of the *Vansittart*, informs us that he was so unfortunate as to lose a valuable boat's crew of Englishmen about six weeks since. A whale-boat, with six hands, was upset in crossing the Bay of Islands, and five out of the six were drowned. The survivor is a young man named Cheers, a native of this colony. He was several hours in the water before he was observed by the natives, by whose exertion and assistance he was rescued from a watery grave. Four of the bodies were found, and interred on shore.—Sydney Gazette, June 7, 1822.

The schooner *Fortitude*, in sailing down the Hokianga River for her destination, got on a mud bank during a fog. She was hauling oil, when some natives, who purposely got alongside for plunder, commenced cutting ropes at the belaying pins. The master, a courageous young man, was hastening to the cabin for his pistols, when he was seized, hurried forward, and bound with cords. Mr Stephenson, the supercargo, immediately came to his relief, and he was also seized and tied. The natives attempted to throw the first

officer overboard, but were prevented by one of the party, who went to his succour. Then they went into the cabin, which they plundered of whatever they could lay their hands on. The chief of the party who, with his sister, went to demand satisfaction for the aggressions committed against their friends the English, was not of the Waidenakki tribe. A war, as the natives call it, ensued, and about 21 were killed on each side, and a few wounded. Among the slain were the principal aggressors. Some days after, the tribes of the river came up, and devoured or took away all the pigs, potatoes, corn, and every other kind of provision. Our correspondent adds, however, that the island seems to be in a very unsettled state; the natives from north to south being ripe for mischief. In our last we gave so detailed an account of the landing, and of his Majesty's first Resident at New Zealand, that it is unnecessary on the present occasion to advert to the various communications on the same subject that have reached us. Our correspondent states that the natives cheerfully acquiesce in the Resident's stay amongst them, and adds: "It is to be hoped that these islands, fertile in good land, noble navigable rivers, and a hardy race of inhabitants to assist the Europeans, will be speedily placed under the British Government, and colonised.—Tasmanian, July 26, 1833.

On June 15, while the *Alexander McLeay* was riding at anchor at Kawhia, a large number of natives (about 80) came on board the sloop, and pretended to trade for potatoes. The women appeared to be very inquisitive, and went down into the cabin and other places, apparently to ascertain who and what were on board. A signal was given by the natives, and a rush was made by them upon the captain and men, who were several times knocked down, and made fast to different parts of the vessel. They then commenced plundering the ship. During the plundering one man was nearly strangled with a rope that was round his neck, and the captain and other men were beaten with iron bars, &c. On going away, one of the savages got a lighted stick, and was going to set fire to the vessel, but was prevented by his party.—Hobart Town Courier, September 12, 1834.

SANGUINARY CONFLICT WITH THE NATIVES.

The *Sydney Herald*, of November 17, contains a letter from Captain Hovell, of the brig *Trial*, to his owners, Messrs Lord and Blaxcell, of Sydney, containing the details of an occurrence which took place at Trial Harbour on August 20 at New Zealand, at a place not before visited by Europeans. The *Trial*, in company with the schooner *Brothers*, was trading with the natives, when a number suddenly rushed on deck, when most of the crew were at dinner, and knocked down Captain Hovell, who, falling over, made the best of his way below, while the natives kept full possession of the deck. About 15 or 20 followed him down between-decks, who (says the letter) "were soon despatched by our people, who had their arms in readiness (a musket, bayonet, cutlass, and cartouch-box suspended over each hammock), when we again had all clear below. We had now to consider how best to prevent any fresh incursions from above; for this purpose I placed one man at each corner of the hatches, with a musket; by that means, every part of the main deck was soon cleared, the assailants having retired to the quarter-deck and fore-castle, or such other parts of the vessel as were without the range of our fire. Finding them extremely numerous on the quarter-deck, I gave directions to fire through the glass skylight with a couple of muskets, each loaded with buck shot; this did considerable execution, and alarmed them so much that the quarter-deck became in an instant deserted, they having made a general rush forward to the fore-castle and long boat, which was then standing on the chocks, having given us an excellent opportunity (of which we amply availed ourselves) to pick them off in their passing. It was at this time they were put to their greatest stand, and so continued till the arrival of Jacka Warra, who came soon after,

a native whom I had shipped at this place (Bay of Islands) some months previously, and who had deserted from me on our first arrival at Trial Harbour. This man gave directions to cut both cables and haul the ship on shore, which was immediately carried into effect. The contest had now continued upwards of four hours, when the natives, still concealing themselves in the long boat, and such parts of the vessel as were inaccessible to our shot, I desired that some musketry should be fired through the bottom of the boat; six were fired accordingly, by which the natives having been dislodged and driven overboard, we, contrary to our expectations, became possessed of the entire vessel. The schooner was by this time in full possession of the natives, who, it seemed, had, after the first onset, met with no resistance—the principal part of her little crew having been either killed or wounded, and the remainder confined below. The natives here had also cut both cables, hauled the vessel on shore, and removed from her every article that could be converted to their use. As she lay from us only about half a cable's length, I turned upon her all our swivels (eight in number), as well as small arms, by which, she having become cleared of the enemy, Mr Burnett, with the remaining part of his crew on board, again made their appearance upon deck, and now joined us in keeping up a constant fire upon the natives, as well as those who were in the water, and endeavouring to escape from the vessel by swimming to those in the canoes and on the beach. The entire number of natives employed in this attack upon us appeared to be very considerable—perhaps, not less than one thousand. They subsequently succeeded in recovering their boats, and in sending a party on shore, who destroyed their town, canoes, fishings, provisions, fortifications, etc. The loss in both vessels during the whole of the conflict, which lasted 26 hours, amounted to five killed and five wounded.—Hobart Town Courier, December 12, 1834.

[NOTE.—Captain Hovell is supposed to be Captain John Howell, well-known in Southern New Zealand, and who died there within the last twenty-five years.]

HUMANE CONDUCT OF THE NATIVES.

The Cossack (American schooner), Dix, master, arrived from Sandwich Islands and the Bay of Islands, January 10, and sailed for New Zealand this date, where she was lost.—Sydney Customs Register, March 18, 1823.

The following letter from Captain Dix, late of the schooner Cossack, which was wrecked at New Zealand, we have been obligingly favoured with, for the purpose of general information. We hasten, therefore, to publish the same:—Karadaka (Kororareka), May 7, 1823.—“Sir,—Agreeable to your request, I shall give you this short account of the loss of my vessel, the Cossack, at the entrance of the River Choke Anga (Hokianga), and the conduct of the natives towards me and my crew, after the loss of the vessel, which was kind beyond all my expectations. The wreck was a total loss, there was not anything saved by myself or crew, except a few clothes; and it was with much difficulty that all the crew were saved. The natives gave us the best they had to eat, and their best houses were at our service whenever we came; and what is more, a chief of Wheedeca, who called himself Carlew Nasso, supplied me and my people with provisions for our passage overland to the Bay of Islands, and accompanied us with a party of about twenty-five of his people, for our protection. The loss of my vessel ought not to discourage any other person, from going to that place, who may have an occasion, for it was in consequence of being becalmed upon the bar; therefore, a vessel ought not to attempt to leave the river without a strong breeze, when I think there would be no difficulty. Going into the river, there is not any difficulty, as you have the swell in your favour.—Sydney Gazette, December, 1823.

ROMANTIC CAPTURE BY CONVICTS.

The Wellington sailed from Sydney, December 12, 1826, having on board Lieutenant Buchanan as engineer of Norfolk Island, Mr Glass, superintendent of convicts, Sergeant Brown and a detachment of the 57th regiment, 83 prisoners, provisions, etc., for the island. Nothing extraordinary occurred during the early part of the passage. The prisoners were orderly and subordinate, all indulgence, such as plenty of water, liberty of cooking, etc., being allowed them. The weather continued fine, and everything seemed to promise a speedy and pleasant passage. On the 23rd inst., however, at about 12 o'clock, as the morning division was about to be released by the afternoon division, the preconcerted signal of "Land-ho!" was given by Douglas, one of the principals, and an instantaneous attack on the military commenced with hand-spikes, and such other weapons as could be procured. The soldiers obstinately resisted, fighting (to use the expression of the prisoners) like devils, but they were eventually overpowered, and forced below. A few shots were fired by the military, but to great disadvantage. One prisoner was wounded, and several of the military and prisoners received heavy blows. It had been so contrived that the soldiers could not get access to their arms, for some minutes after the attack commenced. The hatches were then closed. Captain Hancock and the chief mate were confined in their cabins, their pistols, etc., and the arms of the soldiers taken away. On gaining possession of the vessel, the conspirators immediately held a council on the quarter-deck, in which the following persons were conspicuous. John Walton, appointed as captain, and William Douglas as first mate, Charles Clay as steward, and Richard Hicks as boatswain; the others who joined in the attack were to be employed as occasion required. All prisoners on board did not assist. They were confined below with the soldiers as doubtful characters, and not to be trusted. It was concluded that they should make all possible despatch, and shape their course for South America, landing the soldiers and others not wanted at the first most convenient land they should meet with. The next day, however, the wind shifted right ahead. A long voyage being now calculated upon, a close examination of provisions was then thought necessary, when it turned out the water would not supply the number of hands on board more than a week longer, and other things, such as biscuit, rice, etc., were equally short. New Zealand was therefore fixed upon as the most convenient part to make, they shaped their course thither, for the purpose of obtaining fresh supplies, and on reaching that land, they steered for some hours along the coast to discover the most likely place to obtain water, and disembark the soldiers, etc. Being close to the Bay of Islands, they cast anchor inside some whalers, which were lying in this bay. It is customary on whaling stations (the Bay of Islands being one) for captains of vessels to board all they meet with for news. Therefore, as the Wellington was brought up, the captains of two of the whalers—the Harriett and Sisters, which were lying nearest the Wellington—came on board, and were received on deck by "Captain" Walton, and his "first mate" Douglas, who stated, in answer to "What news?" that their vessel was bound for South America, and, being short of water, they judged the bay to be the most convenient place to obtain it. Meanwhile a note was conveyed to Captain Duke, of the Sisters, informing him of the real state of the Wellington, who took no notice of the circumstance to those on deck, but immediately invited Walton to dine on board the vessel with himself and the captain of the Harriett. After some persuasion, Walton, not suspecting any information had been given, assented, and accompanied Captain Duke to the vessel, when he was in a few minutes informed that the real situation of the Wellington was no secret. He was, however, treated with civility, but given to understand that he was their prisoner. Night coming on, and about ten o'clock, Douglas, thinking Walton too long absent (the time being past at which he promised to return), manned two boats and rowed alongside the Sisters, inquiring for Captain Walton. Captain Duke, in answer, ordered Douglas away, informing him

that Walton was a prisoner, and the whole of their proceedings known. A second demand for Walton was made by Douglas and refused, he then pulled off, informing Captain Duke he had not come exactly prepared for what had happened, but, before morning, he would pay him a visit of another kind. Douglas, having reached the Wellington, selected thirty of the most daring and resolute of his men, armed them with pistols and boarding pikes, determined to take possession of the Sisters, and liberate Walton. Captain Duke, however, after the departure of Douglas, consulted the captain of the Harriett, and, after a little consideration, they deemed it most prudent to liberate Walton from their custody, which they did, and sent him on board the Wellington in one of their own boats, where he arrived just as Douglas was preparing to leave her, with his party, to attack the Sisters. The conspirators now thought it high time to weigh anchor, and waited only for daylight to steer out of the bay, but during the night the wind shifted right in, and to beat out was impossible; the tide being against them. Betrayed and exposed, they could not surmise what was best to be done; there were too many vessels in the harbour to attempt capturing them all, and the New Zealanders too numerous and powerful to trust themselves on shore. They therefore resolved waiting a change of wind, which they hoped would be in the course of the day. They were disappointed in this hope, and in the evening a message from the whaler was sent, demanding the surrender of the Wellington, or she would be fired into and sunk with all on board. Captain Duke and the captain of the Harriett had each on board their vessels twelve 9-pounders. They were stowed away in the holds of the respective vessels on the arrival of the Wellington, but had been, during the day, got on deck and mounted. Captain Duke also promised some muskets to two powerful New Zealand chiefs, if they would endeavour to board the Wellington in their war canoes, which they agreed to do. In answer to the message, Walton declared he would never surrender, and, expecting to be attacked, made all necessary preparations for defence. Among other means, he kept the coppers full of boiling water, should any attempt be made to board them. They had four 9-pounders, plenty of firearms, ammunition, and boarding pikes, and were sixty strong. They even contemplated destroying the two whalers in the night. On daylight in the morning of January 3, the conspirators found themselves surrounded by eighty war canoes of the New Zealanders, having on board upwards of 800 men, armed with spears, and evidently determined to board the Wellington if an opportunity offered. Walton had also observed the whalers getting springs on their cables, which meant something unusual; this was explained in a very short time by a sharp fire being opened by the Sisters and Harriett on the Wellington. Douglas, who superintended the guns, immediately gave them a discharge of grape, and forty men, well posted, followed with a volley of muskets. Two or three rounds of this kind satisfied the New Zealanders. About thirty were killed alongside, a great number dreadfully scalded, and, it is supposed, as many shot; several canoes, sinking with all hands on board, being too far from shore to reach it. Not one reached the deck of the Wellington, although several canoes fully manned got alongside, where they found a plentiful supply of boiling water. Having got rid of the New Zealanders, they found the rigging of the vessel had been cut to pieces, and the masts disabled, as the fire of the whalers had been so far directed aloft only; this the conspirators observed from the first, and it enabled them to be fearlessly on deck, and better able to defeat the New Zealanders. They now found the balls began to pass close to the vessel's hull, when Walton commanded his men to lay flat on the deck, as it was not possible to return the fire from the manner in which the Wellington lay. It was now evident that destruction was meant, the vessel making a great deal of water from the shots that had penetrated her sides; the soldiers and others below called aloud for mercy, "The vessel is sinking, etc., creating confusion and dismay. The fire now ceased, and a flag of truce was sent to the Wellington, again demanding surrender. It being evident to all on board the Wellington that a few more shots would sink her, and seeing

urther resistance useless, they consented to give up the vessel conditionally that they should be allowed to go unmolested on shore, on such part of the bay as they thought proper. To save an effusion of blood, Captain Duke consented. At night, as many of the conspirators as chose went on shore. No person on board the Wellington had been killed or even wounded during the whole conflict, owing, it is said, to the humanity of Captain Duke, who directed his fire chiefly aloft. Having obtained possession of the Wellington and released the soldiers from their uncomfortable situation, they commenced the repairs necessary from the damage she had sustained during the fight. Captain Duke soon discovered a method of capturing the conspirators on shore, who, he had ascertained, were scattered about in small parties on land. Calling forth a few of the New Zealand chiefs, he promised the most intelligent of them an old musket each for every man they caught of the strangers. This had the desired effect, for in a few days the whole of the conspirators with the exception of six were brought on board the Sisters in small parties of two, three, four, and six; Walton, Douglas, Clay, and Hicks being among them. Three out of the six not taken were captured in New Zealand two years afterwards, and sent to Norfolk Island; the other three escaped in an American whaler. Captain Duke gave up his whaling voyage, and accompanied the Wellington to Sydney, where he witnessed the trial of the conspirators, nine of whom were executed, and twenty-four sent for life to Norfolk Island to work in chains; among the latter being Walton, Douglas, Clay, and Hicks, whose lives were spared through Captain Duke's intercession.—From MS. "History of Norfolk Island," in Hobart Museum.

MUTINY ON THE HIGH SEAS.

A schooner named *Industry* also made its appearance about this time,, which became associated with one of the maritime tragedies peculiar to this period. The particulars given are as follows:—

The schooner *Industry*, which arrived from New Zealand on Monday evening, has returned under distressing circumstances, involving the loss of the master (Captain Bragg), with all the cargo untouched, as she left Launceston. On her arrival at Hokianga on November 30, she was boarded by Captain Young, of that place, who learned from the mate that Captain Bragg had fallen overboard, about 350 miles from land, and he requested Captain Young to take charge of the vessel and pilot her up the river. The ebb tide, however, compelling him to anchor not far from the heads, the mate took an opportunity of stating to him that the crew, consisting of four athletic young men, had mutinied, and thrown their unfortunate master overboard. To avoid exciting the sailors' suspicion of the communication thus made, Captain Young and the mate very prudently abstained from any further private conversation on the subject. The former, as pilot, remained on board all night, and succeeded in bringing the schooner up the river with the first flood tide, and anchored within a few yards of Mr McDowell's, R.N., the British Resident at Hokianga, under his own battery of eleven guns. That officer, with the usual promptitude of a British naval officer, took immediate steps for the apprehension of the mutineers, and, with the aid of his own European establishment, and a few friends who happened to be in the house at the time, he secured the four men. He lost no time in taking the depositions of all who could give any information on the subject—the mate and boy, as well as the four immediately implicated in the murder, the particulars of which we forbear to touch upon, as the men were fully committed at the Police Office on Tuesday for trial before the Supreme Court, which, it is understood, comes on to-day. Being secured, it was necessary to keep a guard over them, a duty which, though heavy, the respectable settlers of the river came forward cheerfully to perform. The assistance of Captain Crow, of the "*Brazile Packet*," was particularly serviceable, and deserving, with that of all the

others, of much commendation. Mr McDowell, having consulted with Mr Oakes and the other intelligent settlers, resolved on sending the schooner direct to Hobart, with the offenders, in order that the ends of justice might be as easily attained as possible. To make the voyage safe, a guard of New Zealanders was engaged, under the control of Mr Oakes, aided by Mr Cooper (who navigated the vessel) and Mr Harper. Notwithstanding this precaution, however, while yet at sea, three of the offenders being on deck, though in irons as usual, seized a moment when only two of the crew were beside to acquire a second time the command of the vessel. One of the two made his escape from their attempt by running up the rigging, while the other jumped into the cabin, from which Mr Oakes, with much presence of mind, immediately rushed with a loaded firelock, followed by the others, when the three (the fourth refusing to join in the attempt) were still more securely confined by attaching their chains to the iron cable. At the time the *Industry* arrived, Mr McDowell had just set out on an arduous excursion to survey the entrance of the Kaipara River, of which the navigation has as yet remained uncertain and unknown. His schooner had actually sailed for that place, and his attendants and many of the principal chiefs of New Zealand were at the spot awaiting his arrival, but his duty as British Resident made him at once abandon his enterprise until he had seen justice done, as far as the local circumstances would permit, and the *Industry* fairly despatched. During the stay of that vessel, with her prisoners, at his residence, the place resembled a well-conducted garrison, the expenses of which, though considerable, fall on himself. For, though filling so important a station, he receives neither salary nor emolument of any kind. From the growing population of the place, and the many indifferent characters around it, his duties, however, are daily becoming more and more arduous, especially in adjusting the daily and numerous disputes that are referred to his decision.—Hobart Town Courier, January 8, 1836.

TRADE AND COMMERCE, CURRENCY, ETC.

February 13, 1825.—Sydney Gazette reports:—The Australian Company announces having completed arrangements for the storage of New Zealand flax, sealskins, timber, and all other New Zealand produce, and for shipping same to the Home Country.

1826.—The trade record with New Zealand assumes detailed particulars. The Customs entries show that goods to the value of £30,000 were exported by New Zealand to Sydney, and £1735 from Sydney to New Zealand. Hogs are reported plentiful and cheap. During this and the preceding year a considerable oil and skin trade was done with the Macquarie, Auckland, and Campbell Islands, only a small proportion of which found its way into New Zealand lists. A considerable number of arrivals and departures are described as to and from the whaling grounds and seal islands, and it may be taken that description, for the most part, alludes to the south and south-west of New Zealand. Then again, a considerable number of vessels are reported to have called in at New Zealand as whalers in quest of refreshment.

1827 must have been a busy year in the New Zealand trade. Exports to Sydney more than doubled in value, the imports increasing from £1735 in 1826 to £4926 in 1827. So defective are its records, that this year's shipping list is not as full as the preceding.

1828.—The export trade with Sydney again more than doubles in value. The figures are £125,826, as against £63,000 the previous year. The imports from Sydney fell short—close on £100—the figures being £4845, as against £4926. The following operations were carried on from Sydney on the coast of Southern New Zealand, in and around Foreaux Strait, with the results named:—Three vessels, representing 690 tons, employing 15 boats and 76 men, obtained 415 tuns sperm oil, worth £16,600. Four, representing 637 tons, employing 60 men, got 600 tuns elephant oil, worth £9000. Eight, representing 706 tons, employing 246 men, got 18,500 sealskins, worth £9250—making a total of £34,850.—Gregson's Trade List (Hobart), December 22, 1828.

1829 is, so far as the records are concerned, almost blank. The export trade continues increasing, but the increase is not by any means marked as it was the three previous years. There appears less than £10,000 of an increase; the amounts being £135,486, as against £125,826 the previous year. On the other hand, the import trade from Sydney takes an astounding leap. It rises from £4845 to £12,691.

1830.—The following, being the produce of New Zealand and New Zealand waters, was imported into Sydney during the year:—Black whale oil, 482 tuns; sperm, 640 tuns; sealskins, 4448; timber (including spars), 208,700 feet; whalebone, 18 tons; flax, 841 tons. Declared values amounted to—Flax, £19,603; sperm oil, £31,750; black oil, £9450; sealskins, £3850; timber, £1687; whalebone, £1940—total, £68,280. We have thus for the year an export trade amounting to £68,280, or about 50 per cent. below that of the preceding year. The import trade, on the other hand, amounted to £15,597, being about 25 per cent. in excess of the year preceding.

1831.—New Zealand products imported into Sydney during the year:—1755 tuns sperm, £91,000; timber (in deals), 45,595 feet, valued at £526; 1062 tons flax, £23,199; 4681 sealskins, £4441; 1134 oars, £441; 275,600 feet timber and spars, £2204; 19 tons whalebone, £2006; 491 tuns black oil, £9630—total value for the year, £133,447. The following New Zealand produce was exported from Sydney during the year:—Flax, 616 tons 12cwt, valued at £14,766; oars, 1020 feet, £51; pines, 12,947 feet, £113; pork, 800lbs, £200—

making a total of £15,130. New Zealand fisheries produce exported from Sydney:—Sperm oil, 1854 tuns, £91,886; black oil, 430 tuns, £8519; sea elephant oil, 23 tuns, £460; sealskins, 6114, £5131; whalebone, 360cwt, £1975—making a total of £107,971, or a grand total for the year of £123,101. Prices current as on June 16, 1831:—Black oil, £52 10s; sperm, £80; elephant, £50; sealskins, 10s to 35s; whalebone, £210; cedar (pine), 3d to 4d; cedar (planking), 4d to 4½d. Declared value of articles imported from Sydney to New Zealand during the year—£60,354, which is 75 per cent. in excess of the previous year. The trade of these outgoing vessels comprised 150 cases of muskets, besides bundles of pistols and cutlasses; 279 casks, 98 cases, 131 barrels, 89 kegs, and two bundles gunpowder; six casks of shot and bullets; two bags and 1000 flints; besides 1 ton 2cwt of lead for bullets. The intoxicants carried by these vessels amounted to 9hhds and 9 puncheons rum; 21 cases 2hhds gin; 37 casks, 9 pipes, and 5hhds brandy; 1 case 1 puncheon whisky; 3 cases wine; 3 casks 1hd arrack; 4hhds 2 cases beer; and 2hhds porter. These appear to have been the staple articles of consumption. The Rauparaha raids and other internecine wars were now at their height, which, no doubt, explains the excessive demand for firearms. There could not be less than 2500 muskets imported into New Zealand during this eventful year—every outgoing vessel being freighted with them.

In 1832 the import trade exceeds the export by nearly £20,000—figures being £63,934 for the former, and £47,895 for the other. In a notice of New Zealand, from original documents in the Colonial Office, dated 1832, written by Busby, we read:—In New Zealand flax may be obtained in an unlimited quantity, and there is abundance of fine timber of all sizes and dimensions, for shipbuilding and other purposes. Thousands of tons of shipping may be employed in the flax trade alone; and the timber, which grows occasionally to a great height, and not infrequently six feet in diameter, may be procured in any quantity. The country is rich in mineral and vegetable productions; the soil fertile, and easy of culture.

Value of New Zealand trade with Hobart Town for the quarter ending January 5, 1834:—Exported to New Zealand, £756 9s 3d; imported from New Zealand, £435. For the quarter ending July 5, 1834:—Exported to New Zealand, £1097 2s; imported from New Zealand, £1018.

In 1835 the New Zealand exports amounted to £35,542; imports, £39,984

In 1836 exports amounted to £32,115; imports, £36,184.

In 1837 exports amounted to £42,486; imports, £39,582.

In 1838 exports amounted to £53,943; imports, £46,924.

In 1839 exports amounted to £71,707; imports, £95,173.

Sydney Trade Circular, October 31, 1839, reports:—400 bushels of maize from New Zealand, of very fine quality, were sold at auction by Mr Blackman to Mr Holms at 3s 6d per bushel. Hobart Town Courier, January 18, 1839, reports:—Messrs Ramsay and Young received from New Zealand a small consignment of wool, the produce of these islands. It exceeds, both in length and staple, and firmness of texture, any wool ever produced in New South Wales. The beautiful manner in which it was washed and sorted sufficiently explains the superiority of the climate of New Zealand, and forms additional proof in support of the policy of the British Government forming a settlement there, to prevent its falling into the hands of the French, who are obviously on the lookout for a proper place to form a French settlement in the South Seas.

In 1840 the exports were £54,192, and the imports £215,486. Hobart Town Courier, February 14, 1840, writes re the Polynesian Company:—Messrs Horn and Hoskings will be resident managers and directors in Sydney, while Mr

Rolla O'Farrell will manage and direct affairs in New Zealand. From the information received as to the purposes of the company, we have reason to believe that it will be instrumental in promoting the interests of many persons leaving this colony to settle in New Zealand, in which case, there can be little doubt, the enterprise will be crowned with success. That old and enterprising colonist, Mr Pool, has been appointed solicitor to the company.

The following is extracted from an MS. letter in Hobart Museum dated March, 11, 1840:—I have attended many public sales since my arrival in New Zealand. Almost everything appears to be selling at Sydney prices. Cash is very scarce. Flour is fetching £30; bread, 27 per cent.; coir rope, 25 per cent., invoice prices.

In 1841 the exports to New South Wales amounted to £45,659, and the imports therefrom £114,980.

NEW ZEALAND FLAX AND FLAX TRADE.

[New Zealand flax has had a varied experience. It was patronised by the King, and proscribed by the hangman. The latter, in a communication to the Governor of New South Wales, dismisses it as utterly unfit for the branch of his professional duties as public scourger. It was too soft and pliant. It took 25 lashes to raise a wheal, and 30 to draw blood. On that account he requested to be relieved from its further employment, and return to the good old Manila thong. On the other hand, barring Stuart tartan, it is the only textile, or textile fabric, that attained the dignity of regal patronage.]

There is a plant which serves the inhabitants instead of hemp or flax which excels all that are put to the same purpose in other countries. Of this plant there are two sorts. The leaves of both resemble those of flags, but the flowers are smaller and their clusters more numerous; in one case they are yellow, and in the other a deep red. Of the leaves of these plants, with very little preparation they make all their common apparel; and of these they make also strings, lines, and cordage for every purpose, which are so much stronger than anything we can make with hemp, that they will not bear comparison. From the same plant by another preparation they draw long, slender fibres, which shine like silk, and are as white as snow. Of these, which are surprisingly strong, the finer clothes are made; and of the leaves, without any other preparation than splitting them into proper breadths and tying the strips together, they make their fishing-nets, some of which are of an enormous size.—Hawkesworth at Vol. 3, p. 443.

Men of the time would not credit a stout, robust plant, with a strong healthy fibre, like the New Zealand flax, was incapable of utilisation. As soon as Maori industry in preparing the plant slackened, which was about the year 1820, European ingenuity was taxed to find a substitute. Sundry inventions were put forward, but none appear to have succeeded. The disappointment occasioned thereby caused the New Zealand flax question to fall flat. In 1831, which appears to have been a revival period in New Zealand pursuits, an officer of repute in the naval service, who represented Grimsby in the Imperial Parliament, took the matter in hand, and for a time it was thought he had done so successfully. His Majesty George IV. interested himself in the project, and was graciously pleased to honor it with his warmest patronage. The South African Advertiser, April 20, 1831, a copy of which is filed in Sydney Record Office, furnishes the following particulars, which are acknowledged as an extract from the Hampshire Telegraph:—

Captain George Harris, R.N., C.B., and member for Grimsby in the present Parliament, has recently been manufacturing rope and cables of the phormium tenax, or New Zealand flax; and, instead of tar, substitutes a

solution of gums, or some such substance, principally, we suspect, the caoutchouc or indiarubber, by which it is contended that the rope is rendered stronger, more pliant, and less liable to part in short bends, turns, and clinches, and, being stronger, smaller ropes than those now in use will answer for ships' rigging. The consumption of hemp, of course, diminishes in proportion; we say hemp, because the solution will also impart to hemp the qualities we have named. If, however, a substitute is to be found for hemp and tar, we are rendered independent of the Russian trade in the articles; a most desirable object, should the state of Europe at any time involve us in a difference with that nation. The bogs and rough ground of Ireland, all our African possessions, and West India Islands, and New South Wales are particularly adapted to the culture of the phormium tenax. Captain Harris was here, and superintended the making of a $1\frac{1}{2}$ -inch cable, which is to be tried in his Majesty's ship *Rainbow*. A trial is also to be made of the relative strength of the phormium tenax and hemp in this yard in a few days, for which a piece of $1\frac{1}{2}$ -inch cable has been expressly manufactured.

Commenting thereupon, *Sydney Gazette*, of June 28, 1831, writes:—The result of these labours has been that Captain Harris has succeeded in softening and preserving the texture so as to enable him to make of the finer sorts a number of useful articles—from a stout cable even to fine shirting. The results of his labours were laid before his Majesty, who was graciously pleased to honour them with his warmest patronage. The gallant gentleman has written a friend in this colony on the subject, and we have been favoured with a sight of his interesting communication. He requests ten tons of the phormium may be shipped to him immediately, and particularly requests that it may be such as has been cleaned by the natives, remarking that their cleaning is better than that of Europeans, and does less injury to the strength of the fibre. He states that the phormium grows wild on the coast of Africa. There are several varieties of fibrous plants which he thinks would grow in the Australias, and produce a valuable export; he mentions the silk grass of the West Indies, and promises to name, at an early opportunity, six or eight others..

The patent solution, above alluded to, is said to be an invaluable preserver of rope, especially of whale lines, which it makes quite impervious to water, and as pliable as silk cord. This gentleman has for some years been directing his attention to the produce of the colonies, and we rejoice he has paid so large and so successful a share of attention to our New Zealand staple. The patronage of the King was very properly sought for an article so important to the naval service, and the benignity with which his Majesty has been pleased to encourage the speculation, should secure for it the notice of the navy at large, and, in all probability, bring New Zealand flax into very great demand.

In historical sequence, the flax is first mentioned by Captain Cook. He speaks of it as likely, at some future period, to supply the European navies with their sails and cordage. That impressed Governor Phillip. As soon as he got the preliminary affairs of his novel settlement in Sydney Cove set right, he caused Lieutenant Hanson, of the *Dædalus*, to kidnap a couple of New Zealand natives for the purpose of instructing Norfolk Islanders in the manufacture of the flax. This was in April, 1793, on which date the two New Zealanders reached Sydney. From thence they were taken on to Norfolk Island by the *Shah*. Both were young men who claimed to be chiefs, and, as such, knew little about the manufacture of flax. The experiment proved a failure, and the youths were returned to New Zealand, after a short absence. Detailed particulars of this transaction are given in Collins's "History of New South Wales."

The subject is revived in 1802. In a communication dated March 22, Acting-Lieutenant Foveaux, at Norfolk Island, is instructed by MS. document (in Sydney Historical Record Office) to cause the utmost attention to be paid to the manufacture of the New Zealand flax plant into such cloth as can be worn by

the convicts, employing all such convict women as are maintained by the public in preparing it, and the weavers, who would accompany him to Norfolk Island in manufacturing it; and he would, as soon as arrangements were completed, be supplied with such articles as were needful for that purpose. He is also directed to allot three acres of ground for the experiment of cultivating European flax, and also the same quantity of ground for the experiment of cultivating and manufacturing cotton.

A practical move in the direction of utilising the plant was made in the year 1810. A Sydney Customs Record, dated June 2, reads:—By the arrival at Sydney on Wednesday of the *New Zealander*, Captain Elder, having on board two persons who went from this in the Experiment to remain in Foveaux Strait, New Zealand, to cultivate the flax, but who declined remaining, owing to the non-arrival of the Governor Bligh, which vessel sailed some time since, with their stores and provisions, and which, no doubt, reached the strait a few days after the men left.

It is worthy to note that Turangitewaru, being that portion of New River flats, including and extending beyond the site occupied by Invercargill, was specially famed for its flax growths. Oue or, as it is now written, Oui, at the mouth of the Oreti, takes its name from the variety of exceptionally good flax that grew in the vicinity. One consignment of the latter, which found its way into Sydney market per the *Snapper*, is described in Sydney Gazette, April 3, 1823, "as surpassing anything of its kind in the known world."

In 1813 Messrs Jones and Gordon were commissioned by Sydney merchants to experiment and report on the flax. They sailed for Foveaux Strait in the brig *Perseverance*, April 20, touching at Foveaux Strait. Jones landed at Awarua, as also the young man Williams, who was an expert in flax, and whose report is quoted in the annexed. Gordon proceeded in the *Snapper* to the North Island. Jones penetrated inland as far as the Oreti Plains. He describes his adventures amongst the swamp lands bordering New River estuary as having been something appalling. The report he gave was otherwise unfavourable. The season, being winter, was badly selected, and Jones himself does not seem to have been a man of much grit. Williams appears to have served the purpose better. The following is the account we get of him and his adventures in Sydney Gazette, September 4, 1813:—A young man, of the name of Williams, who accompanied the *Perseverance* to New Zealand as dresser and manufacturer of the flax, assures us the natives of that coast attend to cultivation of the potato with as much diligence and care as he ever witnessed. A field of considerably more than 100 acres presented one well-cultivated bed, filled with rising crops of various ages, some of which were ready for digging, while others had been but newly planted. Dried fish and the potatoes form their chief support. He describes what is denominated the flax plant as being more of the hemp than the flax, and he made frequent experiments in preparing it. His account states that he cut from one stool 130 blades, seven to eight feet long, and which his experiments have ascertained would produce from 25 to 30 pounds neat hemp. Some of the plant ran as high as nine feet. The hemp used by the natives in making their lines and dresses is mostly prepared by the women, after a slow and tedious process and with a loss of three-fourths of all they gather. He, upon the contrary, seems confident that a machine of his own construction would so considerably facilitate the process as, in time, to ensure success, and render the speculation profitable.

Five years after—namely, 1818—Sydney exported 60 tons New Zealand flax, valued at the handsome sum of £2600. This is the first mention made of New Zealand flax as an article of export.

In 1823 the *Snapper* is entered in at Sydney from Foveaux Strait, bringing half a ton of flax, which is supposed to surpass anything in "the known world for its amazing strength."—Sydney Gazette, April 3, 1823.

Sydney Gazette, February 24, 1825, writes:—It is matter of surprise some of our agriculturalists do not enter with spirit into the cultivation of so essential an article as the New Zealand flax, which would infinitely repay the expense and trouble of cultivation.

Hobart Town Gazette, 11th November, 1826, has the following:—We are much pleased to observe a small plantation of the valuable plant in the Government gardens thriving luxuriantly. The plant has lately created much interest in Europe, and is cultivated to some extent in France. We anticipate a great accession to our vegetable treasures.

Under date 23rd December, 1826, the same paper says:—The New Zealand flax is now in bloom. The flower is brown, grows on a long stalk, and somewhat resembles the tiger lily.

We trust that the next vessel from New Zealand will bring us a supply of the seeds of the flax and pine. The former article, brought by the Sally, is a beautiful and strong fibre, and excellent in condition. It is packed in mats, neatly woven and ornamented. The plant grows in its natural state most abundantly throughout the islands, the surface of which, as to hills, woods, and open downs, very much resemble that of Van Diemen's Land.—Hobart Town Courier, June 10, 1826.

Hobart Town Courier of 27th February, 1830, quotes New Zealand flax at £32 5s to £33 per ton.

Sydney Gazette, 24th August, 1830, reports:—The latest accounts from London respecting New Zealand flax are gratifying in the extreme. So highly is it esteemed in the Marine Departments of Government that they were purchasing it at no less a price than £45 per ton. This is a sweeping addition to the value of our exports, and as the quantity shipped is rapidly and steadily increasing the most sanguine hopes may be indulged as to its commercial advantages to the colony. What with wool, beef, and flax our prospects are brighter than ever.

During 1830, 841 tons, valued at £19,603, and in 1831 10,621 tons, of the value of £23,919, were imported at Sydney. During the later period there was exported from Sydney to England 616 tons 12cwt, of the value of £14,766. November 22, 1831, Palambame, from Sydney to London, shipped 395 bales of New Zealand flax, quoted at £18 to £20 per ton; freight, £6.

Thirty vessels were engaged in the trade during this year, and made in all 33 trips, bringing from 10 to 100 tons each.

Some very fine specimens of flax in various stages of manufacture, the produce of New Zealand and its adjacent islands, were recently presented to the scientific world at an evening meeting of the Royal Institute. The tenacity of this flax is generally admitted by competent judges to be far superior to flax obtained from the North of Europe, and is already employed to a considerable extent in the manufacture of cables and other cordage, and promises to afford equal advantage to England as a substitute for European flax and hemp, as the growth of fine wool in Australia promises a suitable substitute for that of Saxony and Spain in our woollen manufactures. We trust the importation of the South Sea flax, in its manufactured state, will in a very few years become a point of great consideration in British commerce, as it would ensure a demand in return for other manufactures in the way of export to our colonies, and without the caprice or jealousy to which European commerce is subjected.—Scientific Monthly, 1831, in Hobart Museum.

Mr Dalton, the rope maker and manufacturer at Westminster Bridge, London, has published a letter in the Morning Herald detailing the result of his experiments with New Zealand flax. He has, he says, produced hose,

saturated and cured with a composition, so thoroughly watertight as to supersede the use of leather for fire engine hose and watering ships. He has also prepared a hatchway cover-over or pauling impervious to air, water, mildew, or the action of the elements, of great strength and durability, and other useful articles. He pronounced, notwithstanding all this, the phormium or New Zealand flax to be a hard, intractable, and useless material.—*Sydney Gazette*, 5th July, 1831.

Sydney Monitor quotes the following letter, dated from Crown Court, Broad street, London, 3rd September, 1830:—

Respecting the New Zealand flax imported by you in the *Vibillia* and *Percy*, there appears to be no material difference in the quality, with the exception of ten bales (dressed) per *Vibillia*, which in their present state may be valued at about £4 to £5 per ton more than the other mark. The best parcel shipped was that by the *Doncaster*, which we sold for the *Leith Australian Company* as annexed. We sorted into qualities, but as we did not break open any of the bales there was a proportion of yellow in each, which, of course, would have improved the sale, if left out when shipped. The attention of your friends must, in the first instance, be directed to having it well cleaned, for in consequence of the very foul state in which it comes none of the principal rope makers will use it, as they find so much difficulty in getting their men to work it up, even at increased wages. If this could be obviated we are satisfied that it could at all times find a ready sale, and be the means of removing prejudices, which are always entertained when any new article is introduced, as in the case of Hungarian hemp, which now commands a preference (to a certain extent) over *St. Peterburgh* clean, while a few years back it was hardly possible to make a sale of it at £10 and £15 per ton or under. Our impression that the plant is allowed to stand too long before it is pulled may be justly inferred from the difficulty in removing the sheaves, and we ground our opinion from the same cause which we attached to Hungarian hemp and Egyptian flax, which remained on the ground until the seed was full ripe, so that the fibres were always foxy and exceedingly foul; now that they are aware of the reason they are enabled to compete with the *Baltic* hemp. In the ten bales there is a great portion of what is called "shorts"; this must be left out, the long flax tied into heads at one end, and packed into bales by itself. The shorts should also be tied and packed separately. On looking over this sample it is evident that it has been frequently passed over the hackle; this we do not require to such an extent, as we prefer the broad fibre, but entirely divested from the sheaves by beating. It is hardly necessary to notice that such as is of a bright, silver colour is preferred, as it makes a substitute for *Manila* hemp, which would now bring £48 per ton. If it could be sent of a greenish tint we are sure it would be liked for rope-making, and, indeed, any colour but foxy. The bend on the bales should always be inward, and one great object is to have as much of the vegetable oil in it as possible, so that the impression of the hand should be left when made..

- White (1), 10 bales, £40, very bright and good.
- White (2), 10 bales, £40 5s, very bright and good.
- White (3), 10 bales, £40 15s, very bright and good.
- Yellow (4), 10 bales, £37 15s, bright.
- Yellow (5), 10 bales, £37 15s, bright.
- Yellow (6), 10 bales, £37 10s, bright.
- Yellow (7), 10 bales, £37 10s, bright.
- Yellow (8), 10 bales, £37 5s, bright.
- Yellow (9), 10 bales, £37 10s, bright.
- Yellow (10), 10 bales, £37 5s, bright.
- Brown and Foxy (11), loose, £30 5s.
- Brown and Foxy (12), loose, £30 10s.

Your obedient servants,

W. & T. H. FORRESTER.

A contract was taken 14th April at £43 per ton for a parcel of New Zealand flax, to be delivered to Government according to a sample produced; but it was found that the conditions of the engagement could not possibly be complied with in consequence of the foul state in which it is shipped, and since the failure, this article has rapidly declined in price, and is now very dull of sale. It has never yet been much in favour with the manufacturers in this country, but the Navy Board and some individuals are making experiments, which, it is to be hoped, will evince that its properties have been hitherto under valued. It should be a broad fibre, and entirely divested by beating of the sheaves, and of a bright greenish or silver colour, and on no account be foxy. It must be particularly well cleaned, and as much of the vegetable oil retained in it as possible, so that the impression of the hand when made upon it should be permanent. In packing, the long flax should be tied into heads at one end (the longer and stronger the better), and the bend should be always inwards, in the bales. The shoots should be tied and packed separately. The plants have evidently been suffered to stand too long on the ground before being pulled, which is shown by the difficulty of removing the sheaves (or cuticles); they should never continue standing until the seed is ripe. The best parcel ever imported was by the Doncaster, and came from the Leith Australian Company; almost every other consignment has been too much hackled, or very foul, or damaged.—Sydney Gazette, May 24, 1831.

By 1832 a complete check had been put upon the trade. "Sydney Chit," writing in Hobart Town Courier, February 25, says:—The flax trade with New Zealand and Sydney is rapidly on the wane; it has been carried on with ruinous consequences by those who have been any length of time at it. The only circumstance connected with that trade which appears to be at all secret is the amount of loss that each has sustained. It has long, therefore, been a matter of surprise to everyone in Sydney why the Prince of Denmark schooner persisted in the trade, seeing the large sums of money she must sink every trip, particularly since the profitable trade in human heads has been put a stop to by the very proper interference of Government. If the trade had not been put a stop to there would not have been a slave alive in New Zealand. Still, it has been currently said by many, and the owners of the vessel themselves gave out that they were making money by the flax trade, and many believed it, too; but the luckless adventurers who were thus induced to try it can tell a very different tale, for they soon found out that they would have been ruined had they continued in it. In New Zealand, flax may be obtained in an unlimited quantity. Thousands of tons of shipping may be employed in the flax trade alone. The flax settlements will rapidly assume a more permanent form, as the present desultory and speculative system progressively fails from the increasing unwillingness of the natives to dress hemp, and from its depreciated value at Home, on account of the dirty state in which it is supplied.

Mr J. J. Doulan, the well-known gentleman to whose industrious researches the public are indebted for the important discovery of the valuable qualities of phormium tenax, or New Zealand flax, at the last meeting of the New Zealand Flax Company, held at Bridge street, Blackfriars, London, placed before the meeting a description of the growth, cultivation, and general properties of this plant. He engaged to prove it possessed superior qualities to any foreign flax or hemp imported from the Baltic into England, and was susceptible of being cultivated in our colonial possessions, as also in considerable quantities in the bog land of Ireland, in which part of the United Kingdom the plant was more generally known by the name of the Bog Lily. Indeed it is known to have been cultivated there for above a century. Several specimens of the flax in various stages of preparation were produced and inspected by the gentlemen present. It further appeared that the fibrous substance extracted from the plant had hitherto been considered of little value from its being less

durable when exposed to the corrosion of salt water than any other species of flax; but this defect was proved to be completely obviated by the material undergoing a chemical process brought into use by the same gentleman (Mr Doulan), and it has been since ascertained, and proved by official reports to the Admiralty, that sailcloth, tarpaulin, ropes, etc., made of this material were more durable, stronger, and possessed superior qualities to any other description of material. Among the latter qualities was that of not mildewing from the damp, with much greater wear and tear. Specimens of the sailcloth, sheathing for ships' bottoms, fire hose, etc., were exhibited, and excited considerable attention. Mr Doulan, in conclusion, observed that the properties of this plant were known to the natives of New Zealand at the time of Captain Cook's visiting the island, and that able navigator spoke of it in most favourable terms as likely, at some future period, of supplying the European navies with their sails and cordage. The plant might be cultivated to perfection in New Zealand, Van Diemen's Land, as also in many parts of New Holland, and in Ireland; but in this country no suitable soil has yet been discovered. The secretary proceeded to read the report of the committee, from which it appeared that premises have been purchased in the Isle of Dogs, consisting of four acres of land opposite Greenwich Hospital, and machinery had been erected for the manufacture of sailcloth, etc., with the improved material, and recommended its immediate adoption.—MS., Hobart Museum, dated 1st August, 1834.

The British Resident advises the Governor of New South Wales in 1832:—It is considered to have been extremely profitable, and although several vessels returned unsuccessful towards the close of last year, this is attributed to its having been the season when the natives are engaged preparing their potato grounds—an employment from which they will permit nothing to divert their attention. One of the oldest and most eminent merchants in Sydney, who had not hitherto been concerned in the trade, is accordingly preparing to embark in it, and those best acquainted therewith affirm that a very great increase may be expected. I am informed that the merchants of Hobart Town and Launceston have also had attention roused to its advantages, and are beginning to engage in it with ardour.

The flax settlements will rapidly assume a more permanent form, as the present desultory and speculative system progressively fails from the increased unwillingness of the natives to dress the hemp, and from its depreciated value at Home on account of the dirty state in which it is shipped.—From the original documents communicated to the R.G.S. by R. W. Hay, 3rd February, 1834.

After this date the New Zealand flax trade seems to struggle completely out of existence. During the quarter ending 31st July Sydney Customs Records report the arrival of 27 tons, valued at £475, and again in 1841, Governor Hobson, then newly appointed to New Zealand, informs the Secretary of State (despatch dated 4th December), the phormium tenax, or New Zealand flax, will, I hope, ere long form a valuable export, but at present its preparation has nearly ceased owing to the difficulty of inducing the natives to dress it on any terms that would yield a profit to the merchant. Many ingenious individuals have invented machinery for separating the fleshy substance of the plant from the fibre, but none that I have seen or heard of as yet have attained sufficient perfection to render the flax clean enough to be marketable.

THE TIMBER TRADE.

The timber trade of New Zealand was first brought into notice by Captain Cook. He refitted one of his vessels in Dusky, and spoke in glowing terms of the quality and extent of its timber resources. The next historical mention made of it is in 1793. Collins writes:—The *Britannia* left Sydney for the Cape of

Good Hope under charter to the New South Wales corps, returning 5th June, 1793. En route she left a sealing gang, who reported the timber at Dusky was good for ships' spars, being light and tough. Governor Hunter, in a despatch dated Sydney, 22nd March, 1820, writes:—Ships are sent from India to New Zealand, where they leave people while they dispose of their cargoes at Port Jackson, who during the time they are there cut as many spars as they want, and in two instances built schooners of 50 tons, one of which was at Port Jackson, the other, I believe, was taken to Batavia. About this period Palmer, the last survivor of the political prisoners known in history as the "Scottish Martyrs," completed his term of imprisonment at Sydney Cove. He chartered a craft, and, proceeding to New Zealand, established a timber depot in Dusky. From thence he proceeded to the Hauraki Gulf, establishing another in the vicinity of what is now Coromandel. Palmer does not appear to have prosecuted the trade, as, beyond this one trip, the Records make no mention of him.

H.S. Coromandel, Captain Downie commander, arrived with a valuable cargo of spars for his Majesty's dock yards. The passage back occupied 17 days. She will sail with as little delay as possible for Europe. Three New Zealand chiefs and a chief's son paid us a visit by this ship. They appear to be extremely powerful men, and seem to enjoy much pleasure in daily parading our streets.—Sydney Gazette, 16th June, 1821.

Three or four ships—one of 1000 tons burden—are reported by the Active, just arrived from England, to be berthed for New Zealand, purposely to load with spars.—Sydney Shipping List, 26th April, 1822.

We have taken on board a great quantity of fine spars, but, unfortunately, the natives have cut the long ones too short; for instance, a spar of 30 and 20 inches are not longer than 64 or 68 feet, which should have been at least 80 feet, and this renders them of not half the value they would have been in England. Still, we have a number of fine and valuable spars aboard, so I am thinking, could we sell them at Port Jackson at such a price as would save the ship's expenses, I would return here, leaving some of my men, and would on my return be able to procure a cargo of selected spars that would pay the ship well to carry Home. We shall, in all, have a full cargo of timber on board—the greater part excellent spars—for general purposes, and a great many masts for vessels of 400 tons burden.—Extract from a letter written by Captain Providence, dated 28th June, 1822, in Sydney Record Office.

Establishments have been formed along the coast, and it has been customary for vessels to leave parties for the purpose of procuring spars for shipping and timber for building purposes. The timber of New Zealand is softer and more easily worked than that of New Holland.—Original document in Colonial Office, Busby.

River Ioke, New Zealand, May 8, 1822.—Arrived at the Bay of Islands, the ship Providence, Captain James Heird, who proceeded from thence on the 10th of the same month with a view of procuring spars at the River Ioke, Auga (Hokianga) on the opposite side of the island. The Providence came to an anchor in the river on Sunday, May 19, where she remained four months, and procured a cargo of excellent spars, some of which measured from 60 to 80 feet in length, and were of a proportionate thickness. The captain, officers, and ship's company treated the natives with the greatest humanity, kindness, and attention, and the latter, in return, behaved themselves so remarkably well that nothing of an unpleasant nature occurred to the discredit or injury of either party. The New Zealanders cut down and brought to the side of the vessel the whole of the spars. There were no thefts committed, nor did the ship sustain any accident or get aground, either in sailing in or out of the river. Mr John Cowell and Mr

Thomas Kendall, of the Church Missionary Society, and who had, previously to the arrival of the Providence, been instructed by the Rev. Mr Marsden to visit and promote friendly intercourse with the natives of the above river in order to ascertain the quantity and quality of the flax growing upon its banks, and to form a missionary settlement there, if practicable, embraced the opportunity of doing it at the time the ship was loading her spars, and exerted themselves in promoting and keeping up a good understanding between the sailors and the New Zealanders. Mr Kendall was generally on board the ship assisting Captain Herd as an interpreter, there being no person on board who was either acquainted with the natives or understood the New Zealand language. The captain took an accurate survey of the river and of the bar at the heads, and left a chart of the same with Mr Cowell and Mr Kendall. When the Providence left New Zealand she sailed for South America.—M.S. document Sydney Record Office.

The following, mostly New Zealand, timber was exported from Sydney during the year:—

1826 of the value of	£10,638
1827 of the value of	12,387
1828 of the value of	11,428
1829 of the value of	16,293

Total for four years £50,746

For 1830 the export was 208,700 feet, valued at £1687.

For 1831 the export was:

45,595 feet planking, valued at	£ 526
1,134 oars, valued at	441
275,600 feet spars	2204

Total £3171

The following timber-laden ships are notified in Sydney Customs Entries for 1831:—

- March 29: Juno, 212 tons (Paterson, master), with 1200 feet planking, 272 rough oars, and other cargo.—Dawson, Gore, and Co., agents.
- September 29: Fame, 202 tons (Banks, master), with 2700 feet planking, and other cargo.—Richard Jones, agent.
- April 12: New Zealand, 3600 feet pine, 14,000 flooring boards, and other cargo.—Clark and Hynds, agents.
- May 26: Louisa, with 32 pine logs, and other cargo.—J. MacLaren, agent.
- Brig Bee, 134 tons (Cutlbert, master), with 9000 feet pine planks, and other cargo.—Edward Byers, agent.
- August 30: Elizabeth, 236 tons (Clark, master), with 400 spars, 1000 boat knees, 500 rickers, 30,000 feet deals, and other cargo.—Lamb and Co., agents.
- November 8: Palambame, for London, shipped 70 spars from New Zealand and other cargo.
- November 29: Currency Lass, 90 tons (Backell), with 30 New Zealand spars and other cargo.—H. Dennison, agent.

In New Zealand there is abundance of fine timber of all sizes and dimensions for shipbuilding purposes. The timber, which grows to a great height, may be procured in any quantity.—Communication to Royal Geographical Society, Hobart, 3rd January, 1834.

In 1838, during the quarter ending July, 14,200 feet of timber and spars, valued at £360, were imported into Sydney. For the November quarter 7000 feet, valued at £73.—Shipping List.

THE PORK TRADE

is made early mention of in New Zealand records. In a letter written by the celebrated Dr Bass, dated Sydney Cove, February 2, 1803, he says:—In a few hours I shall proceed again on another pork voyage, but it combines circumstances of another nature also.

November 7, 1824: The ship *St. Michael* (Beverage, master) enters in at Sydney from New Zealand with a cargo of pork. This seems to have been the second cargo from New Zealand during the year. A schooner named the *Endeavour*, in charge of one Dibbs, afterwards in charge of Dacre, makes sundry voyages this year in the New Zealand pork trade. Dibbs again makes his appearance as skipper of a colonial brig named *Haweis*, and, as late as January, 1826, we have him prosecuting a seal trade on the New Zealand coast.

June 10, 1826: Captain Lovett, of the schooner *Sally*, reports, as per Hobart Town Gazette of that date, that hogs were plentiful amongst the New Zealand natives, and could be bought cheap.

February 9, 1827: The *Elizabeth* (Kent, master) entered in at Sydney with 38 tons pork, besides a timber cargo.

Gregson's Trade List (Hobart Town publication), dated December 22, 1828, reports: 44,800lb of salt pork, valued at £588, had been exported during the year from New Zealand.

Sydney Gazette reports that, for the year ending July, 1831, 8000lb, valued at £200, were imported into Sydney from New Zealand. The entire quantity, as shown by the Customs records, was re-exported from Sydney to England. The brig *Argo* (Billing, master) entered in at Sydney, March 29, 1831, bringing 30 pigs and other cargo.

Writing in 1841, Governor Hobson reports, for the information of the Secretary of State:—The natives raise a considerable quantity of pork, potatoes, and maize, which, although it does not contribute much as a return for imports received from New South Wales and Van Diemen's Land, provides the colonists with an ample supply of food, and, in fact, relieves them from the necessity of applying to their neighbours for articles of primary necessity.

In Committee of the House of Lords it was stated, incidentally, that in the year 1838 a large trade was carried on in pigs and potatoes, which the smaller crafts and trading vessels purchased in barter from the natives residing along the coast of the southern islands, and subsequently disposed of to the whalers and other large vessels visiting the bays and ports in quest of refreshments.

CURRENCY AND FORMATION OF THE FIRST BANK.

Rum was first currency in the parent state. A quart, a pint, or gallon represented their equivalent, and changed hands as freely as coined money of the realm. Apart from other predisposing causes, this must have had demoralising effects on the community. It indicated predilection for strong drink, which, there is no denying, became a dominant feature of the day. The marvel is not that vice and wretchedness prevailed, but, rather, that they did not become all prevailing.

In New Zealand this medium may not have been quite so well developed, but it was, nevertheless, to a large extent practised. Enormous quantities of liquor were imported from the parent colony, and we have unmistakable evidence that, beyond providing themselves with indispensable personal requisites, shore whalers, and most probably others, were accustomed to dissipate

their earnings in grog. We have it also on record that two enterprising colonists—Owen M'Shane and George Printz—erected a large spirit still at New River Heads, and that they were accustomed to hawk spirits in a whaleboat round the coast stations. In that way it is easily understood they would secure liens on station produce and the earnings of the men. Although this is the only shebeening operations specified in the records, there is reason to suppose it was more or less prevalent throughout New Zealand.

Another currency mentioned in connection with New Zealand is whalebone. The transaction to which it relates is rather a novel one. When the Maori land boom was at its height an old Scotch lawyer, who had just done time at Sydney Cove, paid a flying visit to New Zealand and was largely engaged completing these transfers. This worthy has hitherto got credit for a bit of originality which certainly does not belong to him. The grantors, being the Maori chiefs, could not, of course, sign their names in token of their assent to the deed. In that dilemma a tracing of the grantors' tattoo, together with a cross "whereunto he," the grantor, "had set his hand," was resorted to, and that has hitherto been credited as an original idea on the part of this sapient lawyer. Such, however, is not the case. Its claims to originality belong to that astute divine the Rev. Samuel Marsden. Thirty, or perhaps forty, years prior to the appearance of this Scotchman on the New Zealand coast, our worthy churchman had solved the problem by means of the tattoo and the cross, and the probabilities are the lawyer simply copied the churchman's device. Whatever real merit there be, the merit belongs to Mr Marsden.

To resume the narrative. A charge of £5 5s was exacted for making and completing these transfers. Whalebone was taken in lieu of coin, also scraped flax, and so remunerative did the transaction prove that we read the lawyer returned to Sydney Cove with a ship load of these commodities.

Towards the close of the decade the exigencies of commerce demanded improvements in the fiscal policy. Dollars made their appearance, but the American coinage does not seem to have made much headway. Its presence was due to American whalers in these waters, and while it was current it never at any time assumed the proportions of a national system.

The first move made towards drastic reform was in the year 1816. Banking records of the period state that at a meeting held this 22nd day of November, 1816, at the Judge Advocate's Chambers, to take, by the direction of his Excellency the Governor, into consideration the present state of the colonial currency, and what would be the consequence of an immediate sterling circulation, it was resolved:—

That the present meeting is desirous that a sterling currency should take place in this colony, under such regulations and provisions as his Excellency the Governor may deem proper and applicable to a reduced price of labour and rate of sterling charges on every kind of dealing and trade within the colony.

That a sum of not less than £20,000, in shares of not less than £50 each, in a public colonial bank, transferable by assignment or otherwise in due course of law, will be necessary for supplying a circulating medium for the uses of the colony.

That every subscriber of £100 have a right of a single vote at every general meeting to be assembled ——— in every year, upon all general questions with regard to the government and general interests of the bank, and upon the appointment of the committee and officers and passing of accounts, no such subscriber being allowed to have, in right of any number of shares in the said bank, more than ——— votes upon any question submitted to the meeting.

That the internal management of the bank and its immediate concerns be committed to a chairman and ——— persons chosen by the subscribers yearly, and appointed directors of the same.

That the general object and business of the bank be to advance upon due interest and the credit of the bank pecuniary assistance to the colonial trader, agriculturist, and settler, as well as to afford a safe depository of money committed to its security and charge.

That no dividends shall ever take place or be made upon the fund of £20,000 as first established, but that the same shall be made on the interest of the bank capital at such rate and times as a public meeting shall authorise, upon suggestion from the directors in that respect.

That in conviction of the beneficial results that would thus be given to the colony in every view of its best interests, as well as to put an end to the destructive consequences and embarrassment of the present colonial currency, the undersigned thus voluntarily pledge themselves as approving the measure of a sterling currency as above suggested; the establishment of a colonial bank upon proper regulations as heretofore to be considered and adopted and to become subscribers thereto, and to support the measure with all their influence and interest, provided his Excellency the Governor be pleased to sanction the same with his general approbation and permission.

Name and Residence.	Number of Shares.
G. Molle, Lieut.-governor, Sydney	4
J. Wylde, J.A., N.S.W., Sydney	4
D. Wentworth, Sydney	6
Richard Jones, Sydney	5
Alexander Riley, Sydney	5
Thomas Macvitie, Sydney	2
Robert Jenkins, Sydney	—
J. R. O'Connor, Sydney	2
Richard Brooke, Sydney	—
Charles Hook, Sydney	2
J. T. Campbell, Sydney	4
Simeon Lord, Sydney	2
Simon M'Gurgan, Sydney	1
J. Gill, Captain 46th Reg., Sydney	2
Thomas Wylde, Sydney	4
Frederick Gatling, Sydney	4
William Browne, Sydney	—
Sir John Jamieson, Sydney	—
James Birnie, Sydney,	—
William Redfern, Sydney	2
Thomas Moore, Liverpool	—
Charles Thosby, Liverpool	2
Rowland Hassall, Parramatta	—
Robert Lowe, Bringelly	—
H. C. Antill, Captain 73rd Reg., Major of Brig.	2
William Broughton, Hobart Town	2
John Harris, Sydney	—
William Gore, Sydney	2
Edward Riley, Sydney	2
John Wentworth, Sydney	2
James Mileham, Windsor	1
George Howe, Sydney	5
Michael Robinson, Sydney	2
James Foster, Sydney	2
Edward Eagar, Sydney	10
William Roberts, Sydney	4
J. J. Moore, Sydney	2
George Crossley, Sydney	2
John Growse, Sydney	2

Name and Residence.	Number of Shares.
William Hutchison, Sydney	2
John Hosking, Sydney	2
William Davis, Sydney	2
Edward Redmond, Sydney	4
Joshua Holt, Sydney	2
George Bowman, Sydney	1
James Smith, Sydney	2
Thomas Will, Sydney	2

—Bank of New South Wales Record.

Mr Moffett, of Pitt street, Sydney, has just finished the engraving of the plate for the New Zealand bank notes. We saw a proof impression yesterday, and it certainly does credit to the engraver. The note we saw was for £5, and the only difference between it and the Bank of England notes was the outlandish word "Korarikā." The plate for the £5 note is in copper, and that for the £1, which will be finished in a few days, in steel.—Hobart Town Courier, April 17, 1843.

TRADE WITH CHINA.

White, in his "Convict Life in New South Wales and Van Dieman's Land," says:—The Chinese had been accustomed to visit the northern coasts of Australia for ages, and they had numerous settlements in the Indian Archipelago in very remote times.

In a communication dated Sydney May 20, 1802, Governor King informs the commander of La Corrie that he observes by his clearance from the Isle of France that he is bound on a sealing voyage on the coasts of New Holland, and thence to China.

In a communication from Governor King to Sir Joseph Banks dated June 5, 1802, he writes:—The great abundance of sea elephants, prom and other seals, that are throughout these straits, and all up the south-west coast, will make this a place of great resort, if the "oyl" of the elephant or skins are held in request, but at present, we are told, the China market is quite glutted with them; however, that may not always be the case.

In a communication from Governor King to Lord Hobart dated November 9, 1802, he writes:—The small vessels that catch seals about the islands have brought in a quantity of sealskins and oil. The former they sell or barter with the masters of ships going to China, but, as their value has considerably fallen in China, they get very little for them at present. However, as this is most considerable among the very few productions (natural) of this country that can be esteemed commercial, and as they will always be received in China, I have, and shall, encourage that pursuit as much as possible to those who may be of industrious and enterprising dispositions.

During the year 1802 the following vessels cleared out at Sydney for China:—Arthur (Scot, master), with 265 tons cargo, and in ballast; Coromandel (Stirling, master), with 522 tons cargo, and in ballast; Perseus (Davidson, master), 362 tons, and in ballast; Atlas (Brooks, master), 435 tons, and in ballast, and part of original cargo; Hercules (Betts, master), with 395 tons, and in ballast;—making in all, 1979 cargo tonnage.

M. Peron, naturalist to the French expedition in search of La Perouse (Perouse) in 1804, writes re Sydney Harbour:—A crowd of objects demand our attention in every direction. In the port we saw drawn up vessels that had arrived from different parts of the world, some of which were destined to pursue new and difficult voyages. Some had come from the banks of the Thames or the Shannon to pursue whale fishing along the frigid shores of New Zealand. Others were bound for China, after depositing the freight they had received from the English Government for this (New South Wales) colony, and were preparing to sail for the mouth of the Yellow River. Others, laden with pit coal, were about conveying that precious combustible to the Cape of Good Hope.

In a despatch from Assistant-Surgeon Thomson to the Under-Secretary for State dated June 28, 1804, it is stated:—These amphibious animals (seals) come on shore in immense numbers to feed, and bring forth, and nurse their young in the islands to the southward, particularly Bass Strait. They are valuable on account of their fur, skin, and oil. Four small vessels have been employed by people of the colony in this trade for four or five years past, and several thousand skins have been sent on freight in ships to China; but the immense number of fur skins imported into that Empire by the English and Americans from the north-west coast of America, and transmitted overland by the Russians from Siberia, had so glutted the China markets that the fine seal fur only sold from 4s to 5s 6d per skin, a price which by no means repaid the New South Wales adventurers for their industry and perseverance. England affords better market. The fur is used in making the felt from which hats are manufactured, and from that circumstance the price of seal fur skins in England ranges from 6s to 14s per skin. This was but lately known in New South Wales, and an industrious man, who had been a convict, sent Home last year 2000 sealskins and eight tuns of elephant oil as an experiment. This oil is procured from a large amphibious animal, which they call the sea elephant, which only comes on shore on King's Island in Bass Strait, and yield each nearly half a tun of oil. That oil sells in England from £35 to £42 per tun. The seal oil bears the same price.

In a former letter I had the honour of stating the general and individual inconvenience that attended the Americans, not only occupying fishing stations in and about Bass Strait, but frequenting this port, from which they have drawn several useful people, and, in fact, depriving the inhabitants of the only staple hitherto acquired. How far this may or may not be allowable I have not taken upon me to decide, but have requested instructions thereon. I also stated the circumstances of a small vessel belonging to an individual being sent in quest of the beche-de-mer. That vessel has returned, and, although they failed in that object, they acquired another of not less value—namely, sandalwood, which is in such great request with the natives of India and China. It has long been known, from intercourse with the Friendly Islands, that sandalwood was a production of some of the Feejee Islands, which are a group hitherto not much known. The proprietor of this vessel was induced to make the trial from the information of a person who professed a knowledge, but who, unfortunately, with several others, was cut off at Tongataboo, one of the Friendly Islands. After going to several of the Feejees, and finding much difficulty, and not a little apprehension for the safety of their small vessel from the natives' attack, they accomplished their object by procuring fifteen tons of sandalwood in exchange for pieces of iron, at an island called by the natives Vooie. Whether it is plentiful or not is doubtful, as the people belonging to the vessel could not land, the wood being carried on board by the natives in small quantities. However, should it prove abundant, and become more easy to obtain, it may hereafter be an advantageous object of commerce with China.—Governor King to Earl Camden in a despatch dated Sydney, April 30, 1805.

George Barrington, late Officer of the Peace of Parramatta and Superintendent of Convicts, writing in 1810, says:—The frequency of the passage from the new settlement at Botany Bay by ships trading to China, and their return thither, have led to a more intimate acquaintance with the people of that continent than we had with it before, besides correcting many erroneous reports concerning that country. The result of such information may not be totally irrelevant to the subject at large, which subject, being the History of New South Wales, including Botany Bay, Port Jackson, Parramatta, Sydney, and all its dependencies, enriched with beautiful coloured prints.

A small mutilated volume in Hobart Museum without date, but evidently alluding to the 1820 period, has the following:—A few Chinese mechanics, who have been brought by captains of ships, and have remained in the colony, have been found to answer extremely well. I have not the slightest hesitation in saying that I am convinced nothing would so much conduce to the welfare of these colonies as a large importation of these people. They are willing to go to any place where there is a prospect of employment. They are a strong and industrious class of people, orderly and easily managed, and, being accustomed to cold in their own country, they do not suffer in this climate. The price hitherto paid has been from 12 to 15 dollars monthly to a good carpenter, and eight dollars to a common field labourer, and their food found them. It is well known, however, that they might be got for much less—say, eight to ten dollars for mechanics, and five to seven for labourers. While I was in Hobart, the captain of a ship offered to bring a shipload of them from Singapore, if the colonists would agree to take a certain number—say 200—paying him 120 dollars for each man's passage. They were to be indentured three to five years, and the money advanced for their passage to be refunded to him out of their pay, he taking the risk of their dying before the advance was worked out. The scheme was never publicly proposed, as the ship was taken up for another destination; but I have no doubt, but that, without difficulty, an association might be formed for the importation of mechanics and handicraft men of all sorts, which, I think, would be of the greatest assistance to the settlers. The farming operations might be performed by convicts, but, by having Chinese carpenters, etc., his expenses would be much diminished, and his comfort increased.

A deputation of Sydney merchants, reported in the Sydney papers of December 15, 1831, to the Governor, suggested the importance of an application being made to the Bengal Government for power to be vested in the Governor of New South Wales to license vessels for the China trade, "which would enable the Sydney merchants to carry on a brisk and advantageous trade in colonial and other bottoms, bartering for their teas in bacon, hams, butter, cheese, furs, etc.; thus rendering the sea trade a channel for larger annual exports of local produce." His Excellency assured them the commercial interests of the colony should ever have his utmost support, and that he would see what further could be done in the matter.

Clause 44 of Sydney Port Regulations dated February 6, 1819, provides:—The masters or commanders of every ship or vessel sailing from this port to China or India shall and are required to enter into bond or bonds with and to the naval officer, in the penalty of £500, under condition not to land in any part of the territory, belonging to the East India Company any convict, free, or other person taken on board from this colony, unless by permission of the Governor-General of India, or other Governor in said territories.

During the year 1824 two vessels entered in at Sydney direct from China. The shipping records afford no clue either to their cargoes or purposes.

NATIVE LAND CLAIMS.

Prior to 1836, tracts of land had been acquired throughout New Zealand, north and south, for timber purposes. In that year these and other parties petitioned King William IV, praying for the extension of British protection to the islands. In 1837 Lord Glenelg called attention to the subject in the House of Lords. The proposal was favourably discussed, and it became apparent steps in that direction would shortly be taken. At that time Sydney merchants and capitalists were largely embarked in the trade of southern New Zealand, timber and flax, as well as fisheries. No sooner was the result of the parliamentary debate known than these parties set about extending their operations, and furbishing up old and imaginary claims, principally in the South Island. In furtherance thereof, they strained every effort to obtain native rights, in the land. To sanction the operations of the New Zealand Company, a Bill was, in 1837, introduced into Parliament, but on an assurance from Government, measures in that direction would be introduced, the Bill was withdrawn. Meantime the speculation in land went on. The consideration therefor was admittedly inadequate. One Captain Rhodes is complained against by the Rev. Mr Williams. The land alleged to have been acquired by him is said to have extended a distance of 160 miles along the coast of the North Island, and, as far in to the interior as he might think convenient. The price paid was stated to be £160—blankets, tobacco, pipes, muskets, gunpowder, lead and bullets, being the articles in which the consideration was paid. The following are quoted as examples, of the extravagant nature of these claims:—

Weller, Sydney	3,557,000 acres
Catlin and Company, ditto	7,000,000 "
J. Jones, Sydney	1,930,000 "
— Peacock	1,450,000 "
G. Green	1,377,000 "
Guard and Company	1,280,000 "
Wentworth, New South Wales	20,000,000 "
New Zealand Company	20,000,000 "

Some of these alleged purchases, represented as much as 500 acres, for which a sum, not exceeding one penny, was alleged to have been paid.

In a despatch from Lord Goderick to the Governor of New South Wales, dated January, 1832, he writes:—It is impossible to read without shame and indignation the details disclosed by these transactions. Unless some decisive measure of protection is afforded, New Zealand natives will fall to be added to the number of the barbarous tribes fallen sacrifice to their intercourse with civilised man; by whom the very name of Christianity is disgraced.

Native Commissioner Alexander Mackay, reported on these claims:—Prior to Great Britain assuming the Sovereignty of New Zealand numerous parties claimed to have purchased large tracts of land from the native chiefs. Some of these purchases had been made, long prior to that date, whilst others had been made in a hurried manner, subsequently to its being known New Zealand was to be formed into a British colony. At the time the land fever in its different phases of sharking, jobbing, and bona fide speculation, literally raged in New Zealand. Almost every captain of a ship, on arriving at Sydney from New Zealand, exhibited a piece of paper with a tattooed native head rudely drawn on it, which he described as the title-deed of an estate, bought for a few muskets, hatchets, or blankets. Other captains were literally supplied in Sydney with blank deeds of "Feoffment," for use in these purchases, and as the Government had a fixed price, of 5s and afterwards 12s per acre on

land in Australia, adventurers crowded to New Zealand, hoping there, under cover of the Declaration of Independence, 1835, to pursue their schemes with impunity. He adds in illustration:—One company of four claimants claimed the Middle Island, excepting what had been previously sold, in consideration of having given the chiefs a few hundred pounds in money, and a life annuity of £100 per annum.

[The story of this company is unique. It is told in a despatch from the Governor to the Home authorities, August 16, 1840:—In February last seven chiefs from the Middle Island visited Sydney. They were presented to me at Government House. They were each made a present of £10 10s; the Right of Sovereignty explained to them, and they were requested to sign a declaration similar to that of the North Island. They promised to do so, arranging to return the day after next. Not returning as promised, I caused inquiry to be made, and found they had been got at in the meantime, by certain Europeans—Wentworth and four others. These men got the natives to complete a transaction, of the whole of the undisposed of portions of the Middle Island; a sum of £200 in cash being paid as the purchase price; together with an annual payment of a like sum, so long as they lived.]

In Select Committee, 1838, J. S. Polack, afterwards author of a New Zealand history, stated:—There has been much noise about buying land. Some of the missionaries have been enabled, by their knowledge of the native language, to have had a better chance for purchasing the land than others. Those who, perhaps, have understood the language less, have been ousted out of the bargains they intended. Queen Charlotte Sound, in the Southern Island, Cloudy Bay, Otargo (Otago), and all down to the south-west, is inhabited by European gangs of whalers, or merchants resident in Sydney. On the South Island there are Europeans there for the last 35 years. What the natives call *kou matus*—that is, old men—have been living there on the coast for the last 40 years. They are principally sealers, lately whalers. Then, again, Polack had told the committee in 1837:—I have purchased their lands from them. They were well aware of the nature of the transaction. They would say: Now remember, you are going to get our land. It descended to us from our forefathers. Do not think to give us a mere trifle. Give us that which we should have. See that stream, so let your payment be. It goes in various creeks, and so refreshes all the land. So must your payment refresh all concerned. Then, again, they would say: The things you give us are nothing like the value of the land. That lasts for ever, but what will become of our blankets? They will become sick or dead. What becomes of your tomahawks? They will be sick or dead. Glass and iron are brittle. You are going to steal our land from us. Your payment must be good to us. There is this tree. If one branch falls there will come another. It will remain to your children, but what will become of our children when these things are worn out? They have a full knowledge of the value of their lands.

In 1840, Sir George Gipps, Governor-in-Chief of New South Wales, issued a proclamation dated January 14th. After describing himself as Knight, Captain-General, and Governor-in-chief on and over her Majesty's Territory of New South Wales and its dependencies, and Vice-Admiral of the same, etc., etc., it goes on:—Whereas her Majesty has been pleased by instructions under the hand of the most noble the Marquis of Normanby, one of her Majesty's principal Secretaries of State, and bearing date the 14th day of August, 1839, to command that it shall be announced that she will not acknowledge as valid any title to land which either has been or shall be hereafter acquired from or confirmed by a grant to be made in her Majesty's name and on her behalf,

but that care shall be taken at the same time to dispel any apprehension that it is intended to dispossess the owners of any land acquired on equitable conditions, and not in extent, or otherwise prejudicial to the present or prospective interests of the community, to be investigated and reported on by Commissioners to be appointed by me, with such powers as may be conferred upon them, by an Act of the Governor and Council of New South Wales. Now I do hereby proclaim and declare that all purchases of land in any part of New Zealand, which may be made by any of her Majesty's subjects from any of the chiefs or tribes of these islands, after date hereof, will be considered as absolutely null and void, and will be neither confirmed nor in any way recognised by her Majesty.

A further order was made by the Governor-in-Council, appointing Commissioners to inquire and report on these claims. It was specially provided, no claim would be sustained for any area greater than 2560 acres; to sanction which it would be necessary to prove a reasonable consideration had been paid. The rates fixed were the following:—Between the years 1815 and 1824, 6d per acre; 1825 and 1829, 6d to 8d; 1830 and 1834, 8d to 1s; 1835 and 1836, 1s to 2s; 1837 and 1838, 2s to 4s; 1839, 4s to 8s.

By ordinance passed in the Legislative Council of New Zealand the above was repealed, and the Commission was reappointed; the above scale of payments re-adopted with trifling alterations. Major Richmond and Colonel Godfrey were appointed Commissioners.

So far as can now be ascertained, the following is a complete list of these claims, the consideration alleged to have been given; the dates on which alleged purchase were made, together with the localities in which the land is situated:—

Peter Williams, of Preservation Bay, 1,000,000 acres in Dusky Bay, all in one claim; acquired in 1829, for which £754 is alleged to have been paid. Beyond being filed, this claim was not prosecuted before the Commissioners. He claimed an area in Preservation, the acreage of which is not given. The latter was said to be acquired in 1832; the payment £225. It was sustained by the Commissioners to the full extent allowed—viz., 2560 acres, and a grant thereto issued, February 15, 1845. The grant was in 1853 surrendered to Commissioner Mantell, under an agreement with Governor Grey, to give £2560 scrip in exchange. About 1400 acres were selected by Williams and surveyed at Moeraki. Thereupon a dispute arose. Williams claimed right to select land to the extent of 2560 acres, but the Commissioner declined to admit that right, and offered a grant to 1000 acres in settlement of the claim, and, so far as known, the matter remains in abeyance.

George Green, 2000 acres in Bluff Harbour; purchased 1838; alleged payment, £20 10s. 20,000 acres, Stewart Island; £30. 20,000 acres Foveaux Straits; £15. 1,024,000 acres, West Coast, Middle Island, supposed to include Fiords from Preservation to Milford; £200 paid. These lapsed by the claimant not appearing before Commissioner Godfrey. Claimant was allowed to file his notification; his non-appearance being satisfactorily accounted for. The Stewart Island claim was not investigated; no evidence being produced except a deed of sale by Tuhawaiki. Grants were ordered to be issued to the claimant for 889 acres. That award was appealed against, but the appeal was not prosecuted. The awards were made up as follows:—On the 2000 acres claimed at the Bluff, 71 acres; 20,000 in Foveaux Straits, 71 acres; on the West Coast claim, 695 acres. An additional 52 was awarded at Bluff. The three small grants were subsequently surveyed, but nothing was done with the other. In Sydney Records these claims are given as—Foveaux Straits, 57,600, acquired

in 1838, paid £50. The West Coast claim is enumerated as follows:—Mistaken Bay, George Green, of Sydney, 1,200,000 acres, acquired 1838, price £200. Then, again, Green claimed at Catlins River. Area not stated. Acquired in 1840, £45 paid. Sydney Records state the area at 25,000 acres. The island in Otago Harbour; alleged purchase 1840; £10 paid. The island here referred to is named Ahamataroa in Sydney Records. It is Quarantine Island, near Port Chalmers; 145 acres in Otago Harbour, purchased 1840; £10 paid. These three claims were disallowed; the alleged purchase having been made after the passing of the Act referred to above, and ratified by the then lately-appointed Governor of New Zealand.

Patrick Bryan, who was a large speculator in Canterbury native lands, claimed 12,000 acres at Jacob's River; alleged purchase 1838. No further particulars stated. Sydney Records describe him as Patrick Bryan, of Sydney, claiming 20,000 acres situated in Otakou; no further particulars.

John Black, a block at Jacob's River; alleged purchase 1838; no acreage or other particulars given. No appearance was made in support, and the claim was disallowed.

Edward Brady claimed 700 acres in Stewart Island; purchased in 1838 for £138. Grant for 90 acres made, December 30, 1844. Grant called in, but not produced. Sydney Records state Brady's claim at 20,000 acres in Otakou, but give no further particulars.

Carter and Brown claimed area in Stewart Island, acquired in 1838. No particulars. Disallowed.

Brown and Campbell, claimed at Bluff Harbour; acquired 1838, derived from James Bruce. No further particulars. Disallowed. Another area in Bluff Harbour claimed, no particulars of which are stated. Disallowed, as claimant's agent declined to pay the fees. A third claim for area situated at the Molyneux, acquired in 1840, disallowed as being purchased subsequent to the passing of the Act. Sydney Records show that Brown and Company, of Sydney, claimed 100,000 acres situate Foveaux Straits, acquired 1840. No further particulars.

J. Brown claimed 50,000 acres, acquired 1838, in Otakou; £64 10s paid. Not adjudicated upon.

James Bruce alleged two claims for land in Foveaux Straits, acquired 1838, of which no further particulars are given. Both were withdrawn. Two further claims were made for land in Otago, comprising two acres, acquired in 1838, upon which £17 were alleged to have been paid. The grant was allowed. Sydney Records state that the Foveaux Straits land comprised 12,000 acres, and was acquired in 1836, for which £30 was paid. He is described as of Sydney.

Bruce and Clark claimed 550 acres in Otago, acquired in 1838, for which £110 were paid. Grant for 550 acres issued December 30, 1844.

Edward Catlin claimed an area, acreage not stated, at Catlins Bay, acquired 1840, on which £92 5s alleged payment. A grant was issued for 230½ acres, December 30, 1844. Grant called in and cancelled, March 19, 1860. New grant ordered to be issued, when the land was laid off by the Assistant-Commissioner at Otago. In Sydney Records, E. Catlin and Co's total area is set down at 7,000,000 acres.

J. S. Clarke claimed an area; acreage not stated in Ruapuke, acquired 1838, on which £30 alleged to have been paid. Disallowed.

Joseph Dyer claimed 1600 acres at Jacob's River, acquired 1840, on which £20 alleged to have been paid. Disallowed; claim not preferred.

W. Hart claimed an area at Jacob's River; acreage not stated. Acquired in 1839. Disallowed.

Hobblewith and Vickery, area at Jacobs. No further particulars. Disallowed.

Polynesian Company (John Hiskings, J. Hughes, and others) claimed areas at Bluff and New River, acquired 1839; upon which, in conjunction with a similar claim to land in Pelorus River, £1239 18s 6d alleged to have been paid. Both claims were disallowed. Another New River area claimed by this company, of which no particulars are given, was likewise disallowed. It is marked: Claims put in by remaining members of the society. A Foveaux Straits area, of which no particulars are given, would also appear to have been disallowed. The claim is marked: The payment of £1240 in October, 1839, would, according to the schedule computation being made (7s 4d per acre), entitle the claimants to 3382 acres. According to the rules with respect to the other land claimants, they would be entitled to scrip for £3382.

Thomas Jeffrey claimed 4000 acres at Jacob's River; acquired in 1838. Disallowed. No claim prosecuted.

John Jones lodged three separate claims for Waikouaiti. The acreage is not given. Acquired in 1839; alleged payment £3957 15s. Awarded 2560 acres. Commissioners Godfrey and Richmond recommended 2560 acres. The case was referred to Commissioner Fitzgerald, who, in December 27, 1844, recommended a grant of 1000 acres. A grant was prepared, but not executed. Subsequently a grant was issued by Governor Grey for 2560 acres. A correspondence ensued between the claimant, Governor Sir George Grey, and the Native Commissioner, relative to the terms on which the grant was issued. Another area was claimed at Waikouaiti, acquired in 1838, on which £280 was alleged to have been paid. Also, an area at Molyneux, on which £200 was alleged to have been paid. What is named the "Islets," acquired in 1839, was also claimed, £130 being the alleged payment. The last three claims were withdrawn. Claimant sold one-half his rights to E. Wentworth and two-twelfths to Brown and Campbell. Sydney Records bear:—John Jones, Sydney, claims 100,000 acres in Foveaux Straits, acquired 1840; no payment stated. John Jones, Sydney, claims 1,880,000 acres situated in Otakou, acquired 1839, no price mentioned.

Thomas Jones claimed 256,000 acres at Molyneux, acquired in 1839. No further particulars given. Disallowed—claimant did not appear. An area of 25,600 acres at Toi-tois River, mouth of Mataura, also disallowed for a similar reason. 25,000 acres at Popomaina Bay, acquired 1839, disallowed, claimant not appearing. Notification filed under the Act. Opposition put in by Robertson and others, derivative from Jones. Directed to be investigated by the Assistant-Commissioner at Otago, April, 1862. Sydney Records state this claimant as Thomas Jones, of Sydney, 60,000 acres, situated in Otakou, acquired 1840; £27 paid. Thomas Jones, Sydney, 260,000 acres situate in Otakou. No further particulars.

A. Lamont claimed 1281 acres at the Molyneux, acquired in 1840, but disallowed.

J. H. Levein claimed an area at Jacob's River, acquired in 1825. Disallowed—claimant not appearing.

James Liddle claimed 1281 acres at Molyneux; acquired 1840. Disallowed—claim not prosecuted.

J. MacGibbon, area at Bluff; acreage not stated; acquired 1838; £14 paid. Grant for 72 acres issued, February 15, 1845. Grant called in and cancelled. New grant ordered to be issued.

A. MacIntyre claimed 1920 acres at Molyneux, acquired 1840. Disallowed—no claim preferred.

Charles Mitchell claimed area Jacob's River; acquired 1838. Disallowed.

Isaac Moore claimed 240 acres in Stewart Island, acquired in 1838. £233 15s paid. Grant issued, February 15, 1845. Grant called in, but not produced. No claim preferred. In Sydney Records there is a claim stated thus:—Port Adventure, J. Moore, Sydney, 15,000 acres; acquired 1824. No further particulars.

Rolla O'Ferroll, area in Foveaux Straits; no particulars. Disallowed.

Edwin Palmer claimed area at Bluff, £140 1s paid. Grant recommended but not issued to E. Palmer for 260 acres. In Sydney Records he is described as residing in Foveaux Straits. The area claimed according to that authority was 2000 acres, on which £15 was paid. Date of acquisition, 1836.

Richard Peck claimed 10,300 acres, New River, and 16,000 at Bluff and Jacob's River. Sydney Records mention a Samuel Peck, who claimed 94,000 acres in Foveaux Straits; acquired in 1840, for which £127 paid. He also claimed, according to New Zealand Records, 10,000 acres at New River, acquired 1838 and 1840; £87 paid. Claimant's agent refused to pay fees, and the claims were not admitted for investigation. He also claimed 16,000 acres at Jacob's River. No particulars given. Apparently disposed of as stated above.

H. T. Sheldon made two claims, for New River lands. Particulars not given. Both claims disallowed.

Isaac Simmonds, area Foveaux Straits; acquired 1840. Disallowed.

James Spencer, area Bluff Harbour, acquired 1839; £110 paid. Grant for 200 acres, February 15, 1845, issued. Another claim for 200 acres, Bluff Harbour; £90 paid. Grant issued, February 15, 1845. Another 2000 acres at "Islets," in Bluff Harbour, acquired 1839; £49 12s 6d paid. Grant for islet Te Kuri to claimant, dated February 15, 1845. Grants called in, but not produced. Believed to be a sealed packet in possession of Registrar of Supreme Court, Sydney. Grants ordered to be prepared ready for issue, on the production of old grants, to the heirs. Sydney Records state the claim at 8000 acres, acquired 1842, for which £75 were paid. Sydney Records bear that Te Kuri, which they name Spencer's Island, was acquired in 1834 by J. S. Spencer; price paid, £30.

W. G. Thomas, area at Toi-toi, acquired 1838; £90 paid. Disallowed. No claim preferred. Sydney Records give the area at 250,000 acres, acquired 1838.

S. M. Thomson, claimed 12,000 acres at Toi-toi, acquired 1838; £60 paid. Disallowed. No claim preferred.

F. W. Unwin, area Toi-toi; no particulars; disallowed. Another claim for area in the Molyneux; no particulars; disallowed.

Joseph Webb claimed 10,300 acres, New River, and 16,000 acres at Bluff, acquired 1838 and 1840. Fees not paid. Disallowed.

Edward Weller claimed 1,000,000 acres at Molyneux, 28,000 at Bluff, 1600 at Waikawa, 960 at Bluff; alleged to have been acquired in 1839; together with 500,000 acres at Banks Peninsula and 250,000 at Taumutu, acquired during the same year; £82 alleged to have been paid. Disallowed; no claim preferred.

George Weller claimed 100,000 acres at Molyneux, 28,000 at Bluff, 1600 at Waikawa, 64,000 at Stewart Island, 950 at Bluff; acquired in 1839, together with 500,000 acres at Banks Peninsula and 250,000 at "Taumutu, Otago"; £91 13s paid. Disallowed, the claimant not appearing. In 1846 claimant applied to Sir George Grey, Governor of New Zealand, to allow the claim to be re-opened, but the Governor refused. The claimant stated he and Edward Weller had actually surveyed 63,600 acres at a cost of £800, and had sold 14,000 at 5s per acre to other persons. Sydney Records gave the claims made by George and Edward Weller as follows:—Foveaux Straits, 57,000 acres,

acquired in 1839; price £10. Otakou, 2,000,000 acres, acquired 1839; £76 paid. Edward's Island and Eecochono: G. Weller, Sydney, acquired 1839; £100 paid.

C. Wentworth, areas at Waikawaite (Waikouaiti), Molyneux, and Bluff. No particulars given. All were disallowed, the claimant not appearing. There appears to have been a partnership between Wentworth, John Jones, Leathart, and others, of Sydney. Wentworth endeavoured in 1840, without success, to induce the Legislative Council of New South Wales to alter the regulations. His claims are stated to have amounted to a total of 20,000,000 acres.

Chapman and Morgan claimed 5000 acres at Jacob's River, acquired in 1838; £441 5s paid. Disallowed; no claim preferred.

James Joss, claimed an area at the Bluff; acreage not stated; acquired 1838; £40 paid. Grant for 213 acres, date September 30th, 1844. He claimed also 30 acres at Stewart Island, acquired 1836; £60 paid. Grant issued, February 15, 1845. Claimed, further, 150 acres, Stewart Island; £50 paid; acquired 1836. Grant issued, February 15, 1845. These grants were subsequently called in and cancelled. New grants were ordered to be issued for 160 acres to C. W. Schultze, and 107 acres to heirs of the claimant. Stewart Island claim not investigated. Joss established a whale station at New River in 1838. Thomas Smith claimed an area in Foveaux Straits, acquired in 1840. No further particulars. Disallowed.

John Campbell claimed an area in Foveaux Straits, acquired in 1840. No further particulars. Disallowed.

William Stirling, claimed 100 acres at Bluff, acquired in 1839; £40 paid. Grant of 104 acres made, dated February 15, 1845. Called in, and grants ordered to be issued to J. Joss, as trustee under Stirling's will.

Murphy and Ennis, area Milford Haven, acquired in 1839; £163 paid. Grant to claim for 612 acres, dated February 15, 1845. Grant called in and cancelled. No claim preferred. 612 acres ordered to be surveyed in order that new grants may be issued to persons who may establish their rights to the same.

R. Sizemore, area at Bluff; £17 paid. Not referred to any Commissioner. No claim preferred.

W. Hinchliff, area at Jacob's River. No particulars. Disposed of as per foregoing.

Edward Hunt, area at Molyneux; £30 paid. Disposed of as per foregoing.

Children of Nat. Bats, area at Jacob's River. No particulars. Claim not investigated.

J. J. Peacock, area at New River; £70 paid. Disallowed. Area at Foveaux Straits; £62 paid. Disallowed. Sydney Records describe Peacock as of Sydney. Foveaux claim is stated at 600,000 acres; acquired in 1838. The latter extended down the banks of the New River to Foveaux Straits. The other, on which the £70 were paid, was an Otakou claim, situated between Otago Harbour and Nuggets Point (Toka-ta). It comprised 250,000 acres.

Peacock also claimed 64,000 in Cook Strait, on which a sum of £418, alleged to have been paid. It was acquired in 1839. New Zealand Records make no mention of that claim.

Besides the foregoing, Sydney Records mention the following:—Otakou: W. Hirst, of Sydney, 100,000 acres, for which £120 alleged to have been paid. J. Duncan, Sydney, 160,000 acres; £145 paid. No dates of acquisition or location mentioned.

According to Sydney Records, 1,092,100 acres of land in and about Foveaux Straits were disposed of, and Otakou land to the extent of 5,018,200 acres.

The largest southern speculator was E. Catlin and Company. Their joint transactions amounted to 7,000,000 acres, for which, according to their own showing, they paid the modest sum of £90. Weller comes next with 3,560,000, for which he gave a total of £153. Weller also claimed to have purchased land in the Hot Lakes country. John Jones (Johnny Jones), of Otago, ranks next, claiming 1,980,000 acres; and then we have Green claiming 1,382,000 acres. Peacock ranks for 1,514,000 acres, upon which he alleges a payment of £538.

Besides these, five Sydney speculators claimed 8,750,000 acres at Akaroa, acquired during the year 1839-40, for which £224 alleged to have been paid. Cook Strait territory was claimed by other five Sydney speculators. It comprised 2,063,000 acres; acquired in 1839; £700 paid. That includes Peacock's claim referred to above. At Cape Farewell, on the West Coast, one J. C. Crawford, of Sydney, claimed 250,000 acres, acquired in 1839, for which a payment of £200 was alleged. The island of Kapiti was claimed by D. Cooper, of Sydney, acquired in 1839; £100 paid. Then we have another island named Kanarra, claimed by Paterson. No particulars given.

Quoad these claims Shortland tells us: Beginning at Cook Strait, claims were made to Blind Bay and to both sides of Pelorus—a distance of 50 miles inland; Queen Charlotte's Sound and Oyster, Turarra, and Wynangra Bays, within Cloudy Bay. From Lookers-out, Akaroa, Moeraki, Otakou, Port Levy, to Foveaux Straits. Also the whole of the following islands situated on the Eastern Coast of the Middle Island:—Ahamataroa, Green Island, and Spencer Island. Also the Western Coast at Dusky, Preservation, Port Adventure, Mistaken Bay, and Cape Farewell. The entire area could not be less than 25,000,000 acres, made by less than 50 individuals. Stewart Island, designated New Leinster, was wholly claimed; as also the adjoining islands, named Erocochere and the Land of the Living.

The entire acreage of New Zealand is enumerated as follows:—Middle Island, 40,000 geographical miles—46,731 English miles, being nearly 30,000,000 acres. North Island, 34,000 geographical miles—39,383 English miles; or the grand total of 55,000,000 acres. On that basis it is computed four-fifths of the whole had been disposed of by these purchases, leaving not more than one-fifth for British Sovereignty to acquire on original right.

Hobart Town Courier of February 14, 1840, reports:—Two New Zealand chiefs arrived in Sydney and requested the Governor to tell them what the intentions of her Majesty's Government were with respect to the bargains in land which they had ratified. The Governor diplomatized, being utterly at a loss for an answer, but took occasion to draw comfort from the fact of this visit, which he conjectures to be got up by the parties interested to frustrate the objects of the Home Government in investigating titles to the land.

OFF-SHORE ISLANDS: STEWART ISLAND.

[Named by the Maoris Rangi-ura, or Raki-ura; signifying the "glows of heaven." The applicability is apparent. Exposed to a boundless fetch in the Western Main, the island heights catch the last rays of the setting sun, radiating in their fiercest glows, as the monarch of day dips beneath the western horizon. The glistenings of the watery mantle in front, under certain atmospheric conditions, heighten the effect into a sea of molten gold. In navigating its waters, Captain Cook, after some hesitation, pronounced it an integral part of the island-continent of New Zealand, and it is marked as such on his early charts. In 1809 the thorough passage of Foveaux Straits is claimed to have been discovered by one Dugald Stewart, or Stuart, and it was named Stewart Island in commemoration thereof. It will be shown hereafter grave doubts exist as to the validity of that claim, and that Stewart, or Stuart's, bona fides are open to challenge. An Hibernian Governor of New South Wales made the bold attempt to reproduce the Emerald Isle in these South Seas, naming the three principal islands New Ulster, New Munster, and New Leinster. Stewart Island came in for the last-named transformation. However, the idea never "caught on," and, with exception of one or two official documents so worded, all reminiscence of the proposal has long since disappeared.]

IT'S FIRST EUROPEAN SETTLER.

In 1823 a singular episode of the early European period came to light. One James Caddel turned up in Sydney, and rendered an extraordinary account of himself. He claimed to have been a sailor lad on board the Sydney Cove, a trading craft which in 1807 or thereabout was seized by the natives at South Cape; the crew massacred—he being sole survivor. He accounted for his preservation as follows:—In the desperation of his circumstances he ran to and caught hold of the mat of a native chief. The latter being under "tapu," its immunities communicated themselves to the lad. In that way his life was spared, and he consorted with the natives; eventually marrying the chief's daughter. He names a well-known sealer craft—Sydney Cove—which was undoubtedly on the coast at and about the time indicated. No mention is made of the seizure in the Records of 1807, and nothing is heard of it for a period of 16 years: until Caddel himself turned up as stated. The Record narrative of his adventures is given in the Sydney Gazette, April 3, 1823, and reads as follows:—"Arrived, the colonial cutter Snapper (Edwardson, master), after an absence of nearly five months. She brings from New Zealand two chiefs, one of whom is accompanied by his wife. One is a youth of about 16, and the other 30 years' old. The name of the latter is James Caddel, an Englishman by birth, and whose history is briefly as follows: In 1807, or thereabout, the ship Sydney Cove, a sealer, out of this port, was cruising off the Bay of Islands, and had either stationed or despatched a boat's crew, consisting of five hands and a boy (James Caddel, the present chief), to one of the islands in quest of seals. The boat was taken by the savages in the vicinity of the Southern Cape, and the hapless men, with the exception of Caddel, were killed and eaten. Fortunately, in his fright, the boy flew to an old chief for mercy, and happened to touch his kak-ka-ka (the outward mat of the chief), and thus his life became preserved, as his person was then held to be sacred. Being in too distant a part of New Zealand to indulge the hope of hastily escaping from a wretched captivity, Caddel became resigned to his apparent destiny, and insensibly adopted the manners and customs of the natives. About nine years since, he was allied to the chief's daughter, who also is sister to a chief, and by the twofold tie he became a prince of no small influence amongst such subjects as these barbarous despots are destined, in the present constitution of things, to have the control of. . . . Caddel was in pursuit, with some other chiefs, of any boats or gangs that might unfortunately become subject to their capture

when Captain Edwardson succeeded in taking him. Just before, a boat belonging to the General Gates (American), which vessel Captain Edwardson parted from on the 26th December last, had been taken, but the crew fortunately escaped. Cadde! lost his own language, as well as European customs, and soon became transformed from the English sailor boy into the dauntless and terrifying New Zealand chief. It required some argumentation to induce him to visit New South Wales, and he would not have come without his partner, to whom he appears to be tenderly attached. For some days he paraded our streets with his princess in the New Zealand costume, but now, we believe, he seems inclined to return to civilised life, of which none can estimate the comforts but those that enjoy them. They will return to their own country."

The Snapper referred to in the foregoing took with her from New Zealand a ton of prepared flax, reported to "surpass anything of the kind produced in the known world." It was grown on the New River Estuary, at Turangi-te-waru, now the site of Invercargill. As well as can be made out, the word or, rather, phrase signified the place "of ancient date," where they "scraped" (flax). In that case superiority in its flax-growths would be the early distinction of the now distinguished City of Invercargill.

Captain Edwardson, of the Snapper, of whom we will learn more anon, must have been a man of superior intelligence. We are told he had been at great pains to inform himself as to the manners, customs, and religion of the many tribes he visited; and had also collected curiosities of almost every kind that these hitherto unfrequented parts produced. We (Sydney Gazette, April 3, 1823) are led to anticipate at no distant date something of an ample account of the interesting voyage the Snapper has just returned from.

IN MEMORY OF LA PEROUSE.

It is to the Sydney Cove aforesaid and a visit she paid to Stewart Island in 1810, three years after her gang is reported to have been seized by the natives, we are indebted for the discovery of a wreck at the South Cape. An impression prevailed that it afforded a solution of the mystery which hangs round the fate of the unfortunate French navigator De la Pèrouse. We now know he could not have been wrecked at Stewart Island. Still, it is possible the wreckage referred to was part of his equipment. He was shaping for New Zealand when last heard of, and the discovery supports the theory that he may have looked in at the island en route. An old volume, dated 1789, long since out of print, in the possession of W. Legrand, book collector, Collins street, Melbourne, gives the following account of La Pèrouse in these seas:— While the squadron was under weigh from Botany Bay to Jackson's Port two strange sails appeared, with their hulls just in view, and soon after Governor Phillip landed at Sydney Cove he was waited upon by a party bearing the French flag. These ships proved to be two French frigates, which sailed from Europe, August, 1785, under command of Mons. De La Pèrouse, on a voyage of discoveries to the South Seas. They were in some distress for stores and provisions, but the Governor could not contribute much to their relief. However, they remained five weeks in Botany Bay, and during that time visits were continually reciprocally made, as the distance from that place to Sydney Cove was but 10 miles overland.

The account of the wreckage found by the Sydney Cove is dated December 8, 1826, signed by one W. Nicholls, described as the ship's mate, and is for the information of the Commandant at Hobart Town:—"On the 8th of January, 1810, I was sent on shore with several other men from the ship Sydney Cove, Captain Charles M'Larren, at the South Cape of New Zealand, in order to procure seal skins. After leaving the vessel I made towards the shore, and was

some distance from it when it began to blow a gale of wind directly off the shore. This forced us to go into a bay near the Cape, contrary to my wish, as I had passed it before, and saw that it was iron-bound, having no beach. I proceeded to the north-west of this bay to procure the best shelter I could, and found, to my great surprise, an inlet. At the end of the inlet there was a pebbly beach, where we had hauled up our boat for the night. The next morning one of my men told me he had found a mast near the beach. I went to look at it, and found it to be a ship's topmast of a very large size. It was very sound, but to all appearances had lain in the water a long time. It was full of turpentine, which, of course, had preserved it. As I was compelled by contrary winds to remain in this inlet three days I had time narrowly to examine the mast. I measured it, and found its length 64ft from the heel to the upper part of the cheeks. The head had been broken off close to the cheeks. There were two lignum vitæ sheaves near the heel, which I took out. Each of these sheaves was 16 inches in diameter; had an iron pin, two round brass plates a quarter of an inch thick, and four small iron bolts or rivets, which went through the sheaves and the two brass plates to secure them. I have been some years in the British Navy, and am well assured that this bushing was not English. On taking off the plates from the sheaves I found inside the plates 'No. 32,' which was without doubt the number of the vessel the mast belonged to. Every ship in the British Navy is numbered, and I doubt not it is the case in other countries. When the ship came for me and my men I informed Captain M'Larren about the mast. He looked at the work, and gave it as his opinion that the bushing was French. He observed that he did not know of any vessel that was ever lost on that coast that required a topmast of that size except the Endeavour, which was towed into Dusky Bay, and everything that belonged to her got on shore. I am inclined to think that this topmast belonged to the vessel in which Admiral De la Perouse sailed, and which was never heard of a month after she left Botany Bay, at the time Governor Phillip was about forming a settlement at the place. It was known that he shaped his course for New Zealand, and it is very likely he may have been lost on a very dangerous double reef called 'The Traps,' which is about 20 miles out to sea, nearly apposite to where I found the mast. 'The Traps' were not charted when De la Perouse was on discovery. The Sydney Cove was nearly lost on them one night, and I understand Mr Kelly, harbourmaster at Sydney, had also nearly fallen a victim on them. I had almost forgotten to say that, at Captain M'Larren's request, I gave him the sheaves of the mast to carry them to Europe; but as the ship he sailed in was confiscated at Rio de Janeiro it is probable they may have been lost. Captain M'Larren is still sailing out of Rio, and it is very likely he has some memorandum which will corroborate this statement of mine, the greatest part of which I have taken from my log." The Colonial Times (Hobart Town), December 8, 1826, commenting thereon, writes:—"It appears more than likely the mast discovered in New Zealand was part of the wreck of La Boussole, in which De la Perouse sailed, especially when we consider his being about to proceed to that coast where the mast was found when the last tidings were heard of him. The question appears now to rest upon the No. 32, which, if the number of La Boussole proves the identity of the mast beyond a doubt, at all events it leaves room for much conjecture, which can only be confirmed or refuted by proving who the vessel No. 32 belongs to and which has been lost in these seas. April 13, 1827, the same journal writes:—"Hitherto the inquiries made after De la Perouse have only furnished negative testimony to many of the suppositions as to his fate. However, in this they have been in some measure satisfactory, as they have clearly proved that he has not been lost at those places already explored. The idea of the vessel being entangled in the icy seas of the south is wholly incompatible with his plan; and had he been lost in the gale off the Isles of France, which occurred in 1788, he would probably have been heard of previously in the intermediate ports of his route. The long forgotten supposition that these navigators had perished

on the coast of New Zealand may have been in some measure revived by the circumstances of a large topmast being found nearly opposite The Traps on that coast, as related by Mr Nicholls, in December last. However, it is not impossible this mast may have belonged to one of the French frigates, and yet these frigates lost among the Malicolo Islands; for the portions of a wreck will sometimes drift immense distances by the violence of the currents. A further confirmation of the idea of Captain Dillon is the story conveyed by Admiral Manby to Paris, and republished in the Asiatic Journal of October, 1825, of a whaler having found vestiges of La Perouse, such as French swords, medals, and a Cross of St. Louis, at some island between New Caledonia and New Guinea. It is true that this nameless island was stated to be exactly halfway between New Guinea and New Caledonia; but as neither latitude nor longitude are any other than an average position ascribed to it, there is an equal probability of its being one of the Malicolo Islands as any other. Shortly afterwards Captain Dillon, in the *Research*, settled the question in the affirmative. His ship's surgeon—Dr Griffith—furnishes a long narrative of the voyage, printed in the Asiatic Journal. From Sydney the *Research* proceeded direct to the Bay of Islands, where certain repairs to the vessel were completed. From New Zealand she proceeded to the Friendly Islands. She then went on to the Solomon Island, touching first at Tucopia. There Captain Dillon found the handle of a sword guard, identified as belonging to La Perouse's party. Thence he proceeded to Malicolo, a few hours' sail distant, where he found the relics alluded to. That, of course, is accepted as conclusive evidence of the fate of our unfortunate Frenchman and his expeditionaries.

Another narrative-discovery, related incidentally by Dr Griffith, gives the voyage further significance in relation to Southern New Zealand. Early in 1827 a little vessel belonging to one Captain Walker, at anchor in the Derwent, was piratically seized by a gang of convict labourers and carried off. Walker was the only man of the crew aboard at the time. Getting outside, the pirates sent him adrift in an open boat. He made the land, but before he had time to give the alarm they got well off with their prize. Some months afterwards they were heard of in Dusky Bay, from whence they carried on a good deal of lawless operations around the coast. They found their way to Tucopia, where they still were when the *Research* arrived. The Ellen had been broken up by the natives for the sake of her ironwork.

HURRICANE AND DISASTER.

The colonial schooner *Boyd* (Holford, master) arrived from relief of her sealing gangs in the employ of Campbell, Hook, and Co., left in and about Foveaux Straits, New Zealand. One of these persons gives an account of a fearful hurricane which happened there March 21, 1810, and which is described as having been both furious and terrific—dismantling forests of their largest trees, separating masses of rock, and filling the imagination with awe and alarm. The wind, which lasted with little or no intermission 48 hours, completely desolated highland forests about the coast. Although less general, the devastation caused up the valleys and gorges was equally severe. Huge masses of rock were dislodged in the latter, and their streams blocked so that dangerous floods ensued. One forest district is mentioned as having been completely submerged, and the channels of others intercepted by waterfalls and dangerous rapids. The mouth of the Wolsley (Waiau) River was choked so that barely a drop of water escaped into the sea. In consequence a lagoon-lake resembling an inland sea was formed at its mouth, and unless it had succeeded in breaking out through the bank of shingle piled up by the storm the country for miles round would have been submerged. Deep lanes were caused miles in length through valley bush-lands. A wooded hill some distance from the coast

was completely denuded of soil, as well as timber.. The subject of this storm is further referred to in a MS. of Sydney Record Office, dated April, 1810. The skipper of one of the Underwood traders reports his gang at work in a cove near South Cape, Stewart Island, was overtaken by the storm, and with great difficulty reached the shelter of a cave, in which they camped. During the night, when they were asleep, they were startled by a tremendous fall of earth and stone. When able to examine the cause, they were horror-stricken to find the mouth of the cave completely blocked up. So soon as they recovered from their alarm, they set about making efforts for relief. Having all their camping gear, together with their provisions, inside, the danger proved less serious than it might have been. As it was, it took them nearly a week to burrow their way out. One remarkable feature of their preservation was that, whereas the cave had previously been dry—indeed, it was selected on that account,—a stream of water broke in overhead during the storm. But for that they would most likely have perished. At first the stream was inconveniently large, and they were apprehensive of being flooded. As soon as the storm abated the water drew off, and, latterly, just enough came trickling down the face to keep them alive. What caused serious delay in working their way out was the amount of loose stuff that kept sliding down as soon as they made headway clearing away the debris. So tantalising was this that on some occasions they despaired being able to clear a way for escape. There being eight of them, with only two shovels, an axe, and four iron pikes for holding purposes, they had to work at the excavation in turns. Not having any means for noting time or observing day and night, they were only able to compute these on an imperfect calculation. This was illustrated in the fact that when the craft arrived 22 days thereafter they were two days ahead in their reckonings. The fall of earth and stone was most extensive. Indeed, it looked as if the entire face of the country had slipped. Happily, the mouth of the cave was situated well towards the end of the avalanche, otherwise it seems certain they would never have been heard of. The storm was accompanied by hurricane rains, thunder, and lightnings.

WRECK, DISASTER, &c.

Port Easy, known as Easy Harbour, is an anchorage on the West Coast, in the vicinity of Mason's Bay. It is nine miles from South Cape, and was frequented by sealers. As early as 1810 Campbell, jun., and Co., merchants, Sydney, had a gang quartered there with try-pots, etc. They afterwards removed the gang and equipments to Campbell Island, on the discovery thereof by one of their own skippers—Captain Hasselbourg. From that time to 1831 the Records make no mention of business done at Port Easy. It seems to have been classed indiscriminately as South Cape. March 31 of the last-named year, it was the scene of an alarming accident. Sydney Customs Records briefly state the arrival of the Samuel (Anglem, master) with 10 tons flax, and bringing news of the loss of the Industry at Easy Harbour, together with 17 deaths by drowning. These included the master (Wiseman), ten seamen, and six native women. The remainder of the crew—three in number—were saved. That is all the information supplied by the Records. Native tradition furnishes the following details:—A considerable number of Europeans and their Maori wives had congregated at Codfish Island, in the neighbourhood of Easy Harbour. The Industry put into Codfish, and hired a gang to work Easy Bay. Six Europeans and their women set sail for the latter. The manufacture of the villainous "arrack" had been carried on at Codfish, and the crew of the Industry, as also the newly-engaged gang, had been freely imbibing. They likewise took a supply with them. In a stiff gale, with a heavy westerly sea, they landed the craft on one of two small islets named Brothers, at the entrance to the bay. After being on the wreck four or five hours, at daybreak one of the women swam ashore with a line and secured communication with the wreck. It was by that means the three survivors saved themselves. The line carrying away, the others perished, including the plucky Maori woman

who brought it ashore, and afterwards swam back to the wreck in the hope of assisting others. The rock on which the three survivors landed was a most desolate spot. Sufficient, however, came on shore from the wreck to sustain them until picked up.

In 1826 the *Alligator* sailed from Easy Bay in prosecution of her whaling voyage, and the *Samuel* (Drysdale, master) arrived there from Auckland Islands. The *Samuel* appears to have seen some pretty rough work on the New Zealand coast. In 1824 she was in command of one John Dawson. A newspaper report of February 24, 1825, relates that on April 30 she left Sydney for Foveaux Straits. It proved an ill-fated voyage. July 27, having been carried by a succession of contrary winds, she came to an anchorage in Cook Strait, which separates the two islands, and was employed for a day or two procuring water. The most friendly relations seemingly existed between the natives and the crew. On the 31st no misunderstanding had arisen, which induced the master (Dawson) and four seamen—namely, John Clarty, George Jewlyn, John Harris, James McLaughlan, and another whose name is not given—to go on shore unsuspectingly and unarmed. They had scarcely touched the ground when, without a moment's warning, the savages rushed our ill-fated countrymen, and presently butchered them with their massive clubs.

John Dawson, referred to in the foregoing, is the first whose name is mentioned in connection with the barter of firearms in the south. The Tasmanian, of January 28, 1831, writes:—"Some few years ago a chieftain of the south-eastern coast of New Zealand had killed and eaten Captain Dawson and the crew of the brig *Samuel*, a vessel which had been trading there, bartering muskets, powder, and balls for flax and other produce; but, being either over-confident or unguarded, his vessel was captured and his crew eaten." Dawson's vessel, as related above, was attacked in April, 1824. Prior thereto, arms must have been a scarce commodity in the south. In White's "Ancient Maori" we read that the Tua-mutu people at Haki-tai received convincing proof in a late engagement that, single-handed, they were no match for Tami-hara-nui's powerful clans. Accordingly they commissioned Hine-haka, a lady connected with many influential chiefs in the south, to proceed to Otakou and Muri-hiku for the purpose of enlisting her friends on their behalf. She was successful in her mission, and returned in a few months accompanied by a considerable body of men. The engagement that followed—known as Kai-whare-utua—is memorable for being the first occasion on which firearms were used in this part of the country. The strangers possessed two guns, and occupied a proud and envied position in the forefront of the expedition. About a hundred Muri-hiku warriors responded to the invitation, and the fact they only mustered two guns shows arms at this date in the south were scarce. Shortly thereafter Te Rauparaha made his appearance for the first time in the south. That fixes the date about 1822, so that prior thereto firearms could not have been eagerly sought for. Indeed, we may conclude it was the Te Rauparaha raid which gave them their chief value in the estimation of the southerners. At all events, during the next succeeding five or six years, more especially 1830-31, every vessel visiting these coasts was choke-a-block with firearms.

MURDER COVE AND MASSACRE.

The story of the black woman who preserved her own and her child's life from an onslaught by the natives is pathetic as well as tragical. She belonged to a class of unfortunates vulgarly named "whalers' trollops." She was brought to New Zealand in the American ship *General Gates* from Kangaroo Island. She was an Australian native. She landed along with one of *General Gates's* seal gangs. Hobart Records show these women were expert sealers, and that it was not uncommon for sealing gangs to have one or more of them. At Bass Straits they did most of the work, including its drudgery and heavy

labour. This, however, is the only distinct record we get of them being amongst New Zealand gangs. This woman was the mother of a child two years old. After being on the island for some time a horde of savages (Maori) came upon them and massacred nearly all the party. The woman, with her child, hid under a rock, remaining concealed until the New Zealanders took their departure. During the eight succeeding months the woman and child lived, without fire, probably under the sheltering rock to which they owed, in the first instance, their preservation. During all that time they lived on birds and seals captured by the poor mother. Eventually they were rescued by a sealer—Captain Dawson, in the *Samuel*, aforesaid—and taken to Sydney, arriving early in April, 1824. That was the incoming trip prior to Dawson's ill-fated voyage to Cook Strait. The Record narrative reads as follows:—"Captain Dawson, master of the *Samuel*, brought with him a black native woman, with a child two years' old. She had been taken by the American ship *General Gates* from Kangaroo Island, and left at the South Cape of New Zealand with a gang of sealers. After these men had been there some short time a horde of the savages came upon them and massacred nearly all the party. The poor native, with her little one, took shelter under a rock till the New Zealanders left the spot. For eight months the mother and child lived without fire on birds and seals. They are yet on board the *Samuel*, and were in good health when rescued by Captain Dawson."—*Sydney Gazette*, April 8, 1824.

The place where this sanguinary conflict occurred is appropriately named Murder Cove, situated on an off-shore island in the vicinity of South Cape. The Maori account of the transaction is related in the memoirs of the late Mr J. F. H. Wohler. It is dated as having occurred between 1820 and 1830, and the writer states he knew a few of those who were present and took part in the affray. The captain of a whale vessel is stated to have placed a few of his people in an uninhabited bay in Stewart Island to catch fur seals, whilst he went whale-fishing with the rest of the crew. The natives, however, did not approve of this. Soon a number of men and women went across from Ruapuke to Stewart Island, fell upon the sealers and killed and cooked them. They then searched for their provisions. At that time they were quite unacquainted with European things. They took the flour for white ash, and amused themselves throwing it at one another and watching the white dust fly away. Then they found something that looked like provisions, and chewed it till foam came out of their mouths. Being soap, it was not to their taste. Still worse did the tobacco taste, which they therefore called "aurangi" (heaven's gall). A vessel held some black seed (gunpowder), which they scattered about as a useless thing. Then, when they had satisfied themselves with the flesh of the dead men, and in the evening sat round a big fire—Oh, what a fright,—lightning and flames of fire suddenly broke out amongst them. Some time afterwards some canoes, with all their crews, were lost, and no one knew for a long time what had become of them, until some whale fishers from Australia, who became friendly with the natives, brought back the news that the American whaling captain, when he found the men he left on Stewart Island had been killed and eaten, had, whilst sailing about, met some canoes and sailed or ran them down.

STUART AND STEWART ISLAND.

The through passage in Foveaux Straits, and, perforce, the insularity of Stewart Island, is attributed to the discovery of one Dugald Stewart, or Stuart, and, one way and another, his memory has been twisted into a variety of incongruities. He was identified with the notorious Captain Stewart, of the brig *Elizabeth*, which played nefarious part in the Te Rauparaha invasion of 1851. In correcting that error the opposite extreme was gone to, and he was dubbed a hero of romance—a Scotch Jacobite, who had taken part in escapades connected with the "last of the Stuart line." The one tale appears as ill-authenticated as the other. The first and only record referring to him is

published in the Hobart Town Gazette, June 10, 1826. It reads: "Captain Stewart, of the ship *Prince of Denmark*, had arrived in New Zealand from England, as reported by Captain Lovatt, of the schooner *Sally*. He had commenced the settlement on his own account on Stewart Island, which, since the discoveries of Captain Cook, was supposed to form the southern extremity of *Tawaipoenimboo*," (this is meant for *Te-Wai-poenamu*, the name by which the Middle Island was first designated), "or the Southern Island, but which Captain Stewart first discovered to be an extensive island, separate from the main by a strait of 20 miles."

That is the first and only mention made of Captain Stewart in connection with the alleged discovery of the through passage. The discovery of the straits themselves is mentioned 17 years previously. *Sydney Gazette*, March 12, 1809, writes:—"Yesterday, arrived from the southward, the Governor Bligh (Mr Goron, master), with upwards of 10,000 fur seal skins. On January 31 she fell in with the *Fox* at sea, with about the same complement. The *Fox* had lost her anchors and cables, and was very short of water, which latter want Mr Goron relieved as far as was in his power. In a newly-discovered strait, which cuts off the South Cape of New Zealand from the mainland, he fell in—about the middle of February—with the *Pegasus* (Captain Buncker), who had been pretty successful, and learned from him that he had spoken the *Antipode*, schooner, nine or ten weeks out, she being then very short of provisions, and about to return to the Seal Islands to take her gangs. In the straits above-mentioned which have been called *Foveaux Straits*, the *Pegasus* struck on a rock, but received little damage, and the General Bligh met a similar accident, though with no material injury. The above straits Mr Goron describes as being about 36 to 40 miles in width, and a very dangerous navigation from the numerous rocks, shoals, and little islands with which it is crowded."

Stewart, it appears, was in England in 1820-21. He stated that in the prosecution of his South Sea fisheries he discovered an uninhabited island, containing enormous mineral wealth in gold, silver, and precious stones. On the faith thereof sums of money were subscribed for the purpose of exploiting the island.

A South Sea whaler arrived in the Thames (London) in the interim, and, on being appealed to, he cast discredit on Stewart's alleged discovery. Without disclosing his purpose, the whaler had an interview with Stewart, and succeeded in getting him to locate the scene of this marvellous island. The whaler readily recognised it to be our Stewart Island. He had been careening there, and, as it happened, was quite as intimately acquainted with it as Stewart. The fraud became palpable, and Stewart decamped. He was, however, apprehended and brought to trial. A large proportion of the money subscribed was recovered, and, in consideration thereof and the fact of his pleading guilty to a minor count in the indictment, he was sentenced to three years' imprisonment. Returning to the colonies, he got command of the *Prince of Denmark*, and appears to have gone in for speculation of another kind. He became a notorious trafficker in dried Maori heads. In Parliamentary Committee the pursuit is described as follows:—"The mode in which the New Zealanders preserve the heads of their deceased friends is curious, and as effective as that by which the Egyptians prepare their mummies. The skull is first completely emptied of its contents; the eyes and tongue being likewise extracted, after which the nostrils and entire inside of the skull are stuffed with flax. At the neck, where the head has been cut from the body, they draw the skin together like the mouth of a purse, leaving, however, an open space large enough to admit the hand. They then wrap it up in a quantity of green leaves, and in this state expose it to the fire till it is well steamed, after which the leaves are taken off, and it is next hung up to dry in the smoke, which causes the flesh to become tough and hard. Both the hair and teeth are preserved, and the tattooing on the face remains as plain as when the person was alive. The head, when thus cured, will keep for ever if it be preserved dry." In 1830 this traffic was at its

height. In a parliamentary paper recorded in 1838 the Rev. Mr Yates is reported to have said: "Formerly, the head of a chief was preserved as a matter of honour, but when it was found a gun could be procured for one a custom arose of preserving the heads of the enemies for sale and of killing slaves for the sake of their heads." The practice reached a climax in 1830. Sydney Government Gazette, of April 16, 1831, says:—"The people of the Bay of Islands were defeated with considerable loss at Tauranga, and the conquerors dried the heads of the slain and sold them to the master of the schooner Prince of Denmark, bound for this port via the Bay of Islands. On the vessel's arrival there a number of natives came on board to trade. The master of the ship, in a state of tipsy-jollity, brought up a sack containing 12 heads and rolled them out on the deck. Some of the New Zealanders on board recognised the heads of their fathers; others those of brothers and friends. Appalling weeping and lamentations rent the air. The master, seeing his dangerous position, put to sea before the news of the cargo spread on shore. The Sydney Herald, of August 2, 1831, renders a slightly different account of this transaction. It says: "A very severe encounter took place a short time ago between one of our colonial schooners and a party of New Zealanders. It appears that the vessel during her trip to Sydney had procured a large number of native heads, and also brought up a chief with them. While the chief was on board the captain had occasion to overhaul his stock of heads, and they were all incautiously exposed on the companion. The chief caught a glimpse of them, and recognised the heads of some of his own relatives. He said but little at the time, but when he returned to the island he procured a party to avenge the insult offered to him. They immediately commenced firing upon the schooner, and a regular fire was kept up by both sides for some time, when the vessel weighed anchor and sheered off. It is more than probable that if the schooner had not crowded on all sail, the captain and crew would have been sacrificed, and an exchange of heads being made." The scandal was put a stop to by the Governor of New South Wales, who issued a proclamation imposing severe penalties, and calling upon all who had heads in their possession to return them forthwith to the friends of the deceased. Thereafter Stewart appears to have fallen into penury, and took up his abode with the natives at the Bay of Plenty, amongst whom he died about 1852 in a state of extreme destitution.

Published by command of the Governor of New South Wales:—Three men who fled from a sealing gang in Foveaux Strait, and had gone away amongst the natives with a boat and a quantity of carpenters' tools, were killed and devoured under circumstances entailing serious inconvenience and distress on their companions, as well as for their temerity in wantonly exposing themselves to the fury of the merciless hordes of savages infesting that barbarous coast—March 30, 1810.

Murray, ganger of a seal party left in Foveaux Strait, arrived in Sydney per the Governor Bligh. He reports his party was landed October 7, 1809, with provisions for six months. The vessel intended to cruise elsewhere, for about that term, but had not since returned, owing to which disappointment they were latterly much distressed for provisions, with supplies of which he will be immediately despatched back by the owners.—Sydney Shipping Records.

From the same source we learn two gangs left by the Sydney Cove; one in Molineux Strait (Molyneux Bay), the other at South Cape, were, in similar circumstances; being left with three months' provisions in November, since which period the vessel had not returned. Their distress must, in consequence, be severe, but will be brought to as speedy a close as every possible exertion made on the part of the owners can accomplish. The gang at South Cape had unfortunately lost their only boat shortly after they were landed,

which was, however, replaced by one spared to them from the Fox party, without which their condition would have been exceedingly distressing.

As early as the year 1810, when the Sydney Cove was prosecuting these adventures, Stewart Island natives appear to have been contracting a bad reputation. A Sydney Customs Record dated March 30, 1810, made by the master of the Boyd, reports:—"At Port William, which is distant 60 miles from the Solanders, the Boyd fell in with a whale boat, with seven men, left by the Brothers in October, 1809; from the overseer of which I received the mortifying intelligence of several boat crews in various employs having been barbarously murdered and mostly devoured." During the next 28 years the morale of the place does not appear to have improved. The Hon. E. Barrington, in parliamentary committee of 1838, states:—"There is one settlement of English at Stewart Island, which is the southernmost of these islands. They are not in the least confined in their excesses by any ship of war that may arrive on the coast. . . . We know nothing of their goings on. They may knock each other on the head, and nothing would be known about it."

From his long stay in Foveaux Mr Murray, noted above, became tolerably conversant in the native language, which he describes as being totally different from that of the Bay of Islands, where he formerly lived. The people of both places dress pretty much alike, and are nearly similar in their manners. There were two small towns on that part of the coast, upon which his gang was stationed, each of which contained between 20 and 30 houses. Each house contained two families. These houses were built with posts, lined with reeds, and thatched with grass. They grow potatoes, which, with their mats, they exchange with the sealers for articles they chose to give in exchange; preferring iron or edged tools; none of which they had ever before had in their possession. Those on the sea coast live mostly on fish. Their canoes are inferior to those of the Bay of Islands—not exceeding 18 inches in breadth, but from 14 to 16 feet in length, which want of proportion renders them unsafe to venture any distance, without lashing two together, to prevent upsetting. Their offensive weapons are stone axes of an immoderate size and weight, and large spears from 12 to 14 feet in length, which they do not throw; and, as an unquestionable evidence of barbarity, Murray affirms that, when two factions take the field, their women are ranked in front, in which position they attack and defend, the men levelling their weapons at each other over the heads of the unfortunate women, who rend the air with shrieks and lamentations, while the conflict lasts, and frequently leaving more dead upon the field than do their savage masters. The vanquishers devour the bodies of their fallen enemies, and bury their own dead, and, like the Gentoos, the women follow their husbands to the shades. To their king or principal chief, whom they call the Pararcy, they pay profound respect, and such was their deference to superior rank that no civilities were paid to any of Mr Murray's people, unless he were present, and he was also honoured with the rank and title of the Pararcy.—*Sydney Gazette*, August 5, 1810.

[Foveaux Strait and its settlements played important parts in the early history of the south. Particulars of its discovery as a through pass are dealt with (see Stuart and Stewart Island). It is named after Major Joseph Foveaux, who appears to have gained kudos for himself in the administrations of the parent colony. He is first mentioned in the muster roll, December 25, 1793—one of four captains of the N.S.W. Corps. He presided at a court of inquiry to investigate a charge of mutiny preferred by Lieutenant-Governor King against a detachment of the corps serving at Norfolk Island. The mutineers were found guilty, "but, in respect of the many insults that evidently created all the confusion complained of, the mutineers were recommended as being not unworthy of mercy." August 10, 1798, he was appointed judge and president of the Court of Vice-Admiralty held at Sydney. April 29, 1800, he

was appointed commandant at Norfolk Island, vice Captain Townson. In a despatch to the Home Office, March 10, 1801, Governor King advises that Captain Foveaux's conduct on the island had been meritorious and highly deserving of the trust. June 9, 1801, he is appointed Lieutenant-Governor. January 30, 1802, Lord Hobart writes:—"The conduct of Major Foveaux fully justifies the appointment of that officer as Lieutenant-Governor, and I desire you will take the earliest opportunity of communicating to him my perfect approbation of his promptitude and vigour in suppressing the dangerous insurrection on the point of breaking out on the island; and you will exhort him to persevere in the same firm and vigilant course." Such is the honourable mention from which Foveaux Strait took its name.]

RUAPUKE: GUNBOAT WRECK, ETC.

In the shadowy days of the Waitaha,—and there were giants in those days who strode from mountain range to mountain range, swallowed rivers of water, and promoted other diastolic measures,—Tuturau was chief southern stronghold. Under Ngati-mamoe regime Ruapuke became the centre of Maori enterprise, a fortification being built on the foreland at Parangiaioa. It is a bleak, desolate foreshore, communicating with the mainland of the island by a neck a few chains wide. It is steep-to, almost vertical to the ocean swell and the ocean beach. Unless by way of the neck the position is impregnable. It was from Parangiaioa Tuhawaiki and his fighting men issued when Tuturau pa was retaken, and the Te Rauparaha southern invasion stamped out. It was here that his son Tamihana, native catechist, after his father had taught the gospel of war, taught the gospel of peace, and, later still, the missionary labours of the German Wohler were conducted with zeal worthy of high commendation. Referring to the principal landing at the island Mr Wohler's biographer remarks:—"The bay was named Henrietta before Mr Wohler's arrival, and, as he has been there 28 years, it has been borne no short time. In the age of tradition it appears a vessel was wrecked there called the Henrietta." That was written in 1873, so that Mr Wohler must have been on the island in 1845. The wreck alluded to occurred in 1824, and proved far reaching in the early colonisation. The vessel was named Elizabeth-Henrietta. She was a Government store ship from Sydney, and had occasion to call at the island to complete certain inquiries. These are known to have been of a delicate character for the natives themselves. Tuhawaiki, then an active, rowdy young man, undertook to pilot him into the anchorage. He did so, landing him on a huge boulder bank, in what is now Henrietta Bay. With the view of getting her floated off, all heavy gearing, including guns, were taken on shore. One of the latter mysteriously disappeared, and remained unaccounted for until those connected with the wreck had finally left the island. It was then forthcoming, and conveyed to the pa at Parangiaioa. There it remained until within the last few years, when it found its way over the face, and now lies neglected on the beach. The wreck, it will be seen from the official records and entries subjoined, was declared irreclaimable. At that time Mr James Busby, afterwards British Resident, was practicing as civil engineer in Sydney. Although he gained no kudos as an administrator, in his profession he was considered a smart, active man. He was not satisfied as to the irreclaimability of the wreck, and he made good his doubts by recovering it. That is what brought Busby into notice, and there is no doubt he owed his appointment thereto. The official entries and dates connected with the transaction are embodied in the following:—

Sydney Customs, November 5, 1823.—Elizabeth-Henrietta, H.M.S., Captain March, arrived from Hobart Town, sailed for New Zealand, November 5, in command of Captain Kent.

Sydney Customs, April 5, 1824.—Tees, H.M.S., Captain Coe, sailed for New Zealand to relief of H.M.S. colonial brig Elizabeth-Henrietta.

Sydney Customs, June 5, 1824.—Tees, H.M.S., Captain Coe, returned from New Zealand, bringing report, the Elizabeth-Henrietta was an irreclaimable wreck.

Sydney Gazette, January 19, 1825.—The cutter *Mermaid*, in command of Captain Kent, after being fitted out by Government for New Zealand expedition, proceeds thither. She takes Mr James Busby, C.E., and a gang of men for the purpose of endeavouring to float off the Elizabeth-Henrietta by means of casks, and it is not improbable we will again have the pleasure of seeing one of our old navy return to port after her long and critical cruise.

Sydney Gazette, February 24, 1825.—We announce the return of Mr James Busby, C.E. He went in the *Mermaid* cutter some months since to relief of the colonial brig Elizabeth-Henrietta, which valuable vessel was on shore on one of the islands in Foveaux Straits, called by Mr Kent, Goulburn. H.M.S. Tees had visited the brig, and after several ineffectual attempts the vessel was abandoned. Mr Busby was not to be intimidated from an attempt to save the brig; with which view he offered his services to the Colonial Government. Captain Kent, the former commander, expressed his conviction that no effort would succeed. With the aid of only six men in 26 days Mr Busby completed the herculean task. The vessel was quickly rigged, and set sail, accompanied by the *Mermaid* to the Bay of Islands, 800 miles distant. The crew ran out of provisions, and had been living on almost nothing, in which privation Mr Busby himself fully participated.

"TAIERI LOVER'S LEAP."

A few miles off Parangiaioa there is a cluster of islands charted "Green Isles." The then resident chief Wakatapunga, Tuhawaiki's uncle and predecessor, gave a Tau-mutu refugee named Taki-auau, his son, Koroki-whiti, and their following permission to occupy the islet. They had originally taken up their abode, after leaving Tau-mutu, on the banks of the Waihora (Waiholā) lake, at the Taieri. There they were unfortunate enough to incur the displeasure of an old Ngati-mamoe chief, Tu-wiri-roa, who, they had reason to fear, meditated their death. The circumstances as detailed in the Tasmanian (Hobart Town) Journal of date November 3, 1840, are these:—"Outside Foveaux Straits, not far from Molineux (Molyneux) Harbour, there is a river named Tairee (Taieri). It is fed by an inland lake, 40 or 50 miles from the sea. A powerful chief, according to New Zealand standards, built a fortified dwelling at the mouth of the river. On the banks of the lake a minor chieftain, belonging to a neighbouring clan, had his abode. His more powerful neighbour conveyed to him a gentle hint to move on. All unknown to this great chief, his daughter, a dusky beauty, had contracted an intimacy with the heir-apparent to the chieftain's throne. They had established a regular lovers trysting place at a sequestered part of the river, and there, as often as wind and tide permitted, the two repaired. The young chieftain's family took the hint, and moved on. With their forces and effects, which probably did not amount to much, they paddled down the river in their canoes to some far distant land. Arriving off the residence of his inamorata, the lady espied her lover in the distance, and became frantic. In the excitement she got beyond control, and, rushing to the edge of the precipice, plunged headlong into the abyss below. More irate than ever, the irate parent mustered his forces, and pursuing the hapless lover to his new abode, killed both him and his father."

The son, Koroki-whiti, which name signifies a smooth-toned or musical-voiced speaker, was the lover. The name of his inamorata was Haki-te-Kura, which in some way imports red frills or flutters. Such was the nature of the trouble that overtook Green Isles' refugees. The stern father followed them to their new abode. There a canoe or naval engagement was fought, and, as stated, the refugees were "bested." Meantime, the pa at Parangiaioa caught

the alarm, and the gun purloined from the Elizabeth-Henrietta was brought into requisition. After belching forth a few shots, the Ngati-mamoe got so completely stupefied that his flotilla was run ashore, captured, and their occupants put to the sword.—Island Traditions.

TUTURAU PA, CAPTURE AND RE-CAPTURE.

The capture of Tuturau pa is another memorable event of the island. The record narrative reads:—Three days journey up the Mataura River in a whale boat is a native settlement of Tuturau; a land, according to the accounts of the natives, possessing a most fertile soil, and waters containing an inexhaustible supply of eels. It possesses also a certain celebrity as being the most southerly point, gained by a body of northern natives, belonging to Rauparaha's tribe, who made their way by land to that place, with the intention of attacking the southern natives, of whom Tuawake (Tuhawaki) is chief. I could not learn where they commenced walking, whether it was from the shores of Cook Strait or from Port Cooper (Lyttelton). However, according to the native who told me the story with great enthusiasm and much pantomimics, they were two years upon the journey, and many of them perished from cold and hunger. To support life, on some occasions, they were obliged to kill several children and eat them. At length they reached Tuturau, a dwindled and enfeebled band, but strong enough to commence an indiscriminate massacre of the few inhabitants of that village. Having accomplished this, they stepped into their place, and, fatigued with all the hardships and dangers they had encountered, they seem for a time at least to have forgotten the original object of their expedition, and to desire repose. But, one native whom they were not aware of had made his escape, and travelling, as it may be supposed, with the utmost speed to Robucki (Ruapuke), communicated the intelligence of what had happened, and spread the alarm that Rauparaha was coming down upon them by the most unlooked-for route, Robucki (Ruapuke) was in a ferment. An immediate gathering of warriors and burnishing of arms took place, and red ochre was at a premium. They crossed to the mainland in their canoes, and made the best of their way to Tuturau. At dawn of day one fine summer's morning, after a great deal of creeping, skulking, and circumspection, they had completely surrounded the village—themselves quite invisible. The principal amongst their enemies was discovered asleep on the verandah outside his hut. Some slight noise fell on his quick ear, and he started up. He was immediately shot. The others rushed confusedly about, and were either killed or taken prisoners.—Acheron (survey ship) report, 1840.

What is here referred to is the invasion by Te Pauhi, a nephew of Te Rauparaha. Leaving Cook Strait with a taua, or fighting force, of 70 men, accompanied by four or five women, he proceeded by way of the West Coast. There a tribe named Ngati-wai-rangi lived, with whom Te Rauparaha's tribe, the Ngatitoo, was on friendly terms. Te Pauhi expected to be largely reinforced from them, but found Ngati-wai-rangi did not approve of the expedition. Thereupon a number of Te Pauhi's men deserted, and returned to Cook Strait. A few of the Ngati-wai-rangi joined the expedition, and, on leaving, Te Pauhi's taua, numbered 100. Arriving at Awarua (Haast) River, they beached their canoes, and proceeded inland, by way of Haast Pass. At Lake Hawea they met a Ngati-mamoe eeling party. They ascertained their chief-man, with his two wives, had gone to work at Lake Wanaka. On the pretence of leading two of Te Pauhi's men thither, the chief's son succeeded in getting them entangled in deep bush, where he left them to their own resources. Making all haste, he proceeded on to where his father was camped, and advised him of what had occurred. Arming themselves, they returned to meet the two men sent in pursuit. Finding them floundering in the bush, they succeeded in killing them. Finding he had been duped, Te Pauhi exacted utu from amongst the party in his hands, and afterwards proceeded upon

his journey to Tuturau. They navigated the Upper Molyneux or Clutha on mokos, making down the valleys of the Mataura, by way of the poenamu (Wakatipu) country. At the mouth of the Waikaia they spent some time recuperating and scouting. Although anxiously looked for along the coast, no one dreamt of the Te Rauparaha invasion coming from inland. Tuturau pa was therefore wholly off its guard. They were lousy eeling on the river, and fell an easy prey to the invaders. Te Pauhi thought he had killed the whole pa party. In that he was mistaken. One of the number—a young man at work on the river bank—hid behind a rock, remaining concealed until dark. He then made his way to a bird-snaring party of his people at Tapanui, and informed them what had occurred. The latter struck camp and made away to Awarua (Bluff) whaling station. From thence news was despatched to the island, where Tuhawaiki and his men were. Memory of the event is still well preserved in the traditions of the island. It was the last occasion on which oblation was offered to the god of battle, in accordance with ancient Maori custom. An immense cavern opens to the sea beach, beneath the island fortress. It may still be seen—a dark abyss, and although geological periods have elapsed since it was instinct, with the life of mighty waters, the echo-swish sounds and resounds as if acting and reacting the story of its nativity. Shut up amidst these ghostly sights and sounds, the tribal tohunga or spirit medium spent the night in severe exorcisms. Outside in the open was heard the clash of arms, plaintive wails and lamentations of the Maori cronach or tangi for the dead. Departing at dawn of day, Koangaumu, or spell for weakening the enemy, was cast, and the Kitao, or invocation of the spear, on the eve of battle, spoken. Arriving at the mainland, the taua effected a landing at Owi (Fortrose). Concealing themselves during daylight, they marched under cover of night, reaching Tuturau early the morning of the third day. Being unapprehensive of danger, the inmates of the pa were caught napping, and its recapture was brought about as smartly as had been its capture. Te Pauhi and his chief men were killed; 30 in all. The others were taken prisoners, the last of whom died at Port Nicholson, 30 years ago. The date of these stirring events is set down as 1835-36. Under an arrangement with the Ngatitooa, a pakeha-Maori boatman named Macdonald succeeded in smuggling them away from the island and subsequently landed them amongst their own people at Cook Strait.—Traditions of the Tribe given in Native Land Court evidence.

[Haast River raid, as the above adventure is named, introduces us to a complexity in Southern New Zealand history. The story of a wild, untamable race of savages, said to have been living and roaming amidst the south-west coast sounds (Fiords country), has been identified with it. The eeling party met with by Te Pauhi at Lake Wanaka disappeared, and, so far as known, no traces of them were ever found. They seem to have become alarmed at the proximity of their enemies, and sought shelter amongst these impenetrable wilds. Out of that incident efforts have been made to explain the story of the lost tribe. The fact, however, that Captain Cook met with natives in Dusky Bay proves these sounds were to some extent peopled 60 or perhaps 70 years before the raid occurred; consequently it could not have originated in that event. So completely was the story believed that in 1863-64 the then Provincial Government of Otago issued a manifesto cautioning Wakatipu diggers and others from attempting to penetrate south-west coast territories, unless well armed and in numbers sufficient to repel native aggression. We now know these precautions were unnecessary, and that the locality was wholly innocent of the peril rumour attributed to it. The question arises, How, then, are we to account for the natives met with by Cook? Others besides him are said to have found traces of them, so that their actual existence is established beyond reasonable doubt. The following, extracted from a MS. narrative of these sounds, "their traits and traditions," written for the information of the Tourist Department by myself, is the only light I can throw on the question:—

There is something peculiar about this native question, in relation to these fiords. The idea at one time was that they were infested by gangs of untamable savages, and, as already mentioned, precautions were taken to prevent them colliding with the diggers. That there were natives in the Sounds, or, at all events, in Dusky cannot be doubted. Cook's statement on the point is explicit. A party of Sydney Cove sealers camping there a few years later report having seen them. Their numbers must have been few; besides, they seem to have been exceptionally shy. Cook did manage to establish intercourse, but his were the only efforts that succeeded. The others failed, and, with the exception of the seal gang, their presence was simply surmised—nothing more definite being got than "traces of them." My opinion is they were the last fragment of a tribe inhabiting the land prior to the Maori advent. When the Ngati-mamoe reached Otakou (Otago), they were met by a people whom they had no difficulty in killing off or enslaving. They seem to have been a mild, inert race; and it is just as likely as not Cook's fiorders were their sole survivors.]

[There died within the last few years, at Port Molyneux settlement, an octogenarian native of Rangatira birth named Hermoni Rakitapu. He was the last survivor of the Tutarau pa escapade. He was then a young man, bordering on 20 years of age. When Te Pauhi and his taua reached the pa, he was engaged with the eeling party. It was him who concealed himself on the banks of the river, thereby escaping the general massacre, and subsequently conveying tidings of what had occurred to the bird-snaring party at Tapanui. He has been confounded with the Maori lad who was instrumental in leading the Ngatitoa into ambushade at the Wanaka, but, as it happened, the two are perfectly distinct.]

RUAPUKE REMINISCENCES

(Compiled from information chiefly supplied by Topi).

In 1843 a Sydney craft named Lunar was wrecked on Waipapapa Point, in vicinity of the more recent Tararua disaster. The Lunar had been on the New Zealand coast some years as a whaler, but on this occasion she came as a trader. She was under charter to one Morgan, who had been on the coast previously as supercargo of trading vessels. We hear of him in 1835. That year he brought a trade cargo, but, before he got it disposed of, a misunderstanding arose between him and the skipper. The result was Morgan and his cargo were put on shore in Chalky Bay (Inlet). On the coast line between Southport and Cunaries branch of Chalky, there is a large cavern still known as Morgan's Cave. It is a capacious cavern, but since the days of Morgan a huge overhanging ledge has fallen, and now blocks the mouth, leaving only a narrow, intricate passage at each side. To this cave Morgan conveyed his stock, and there he must have lived, pending the arrival of a ship from Sydney. How it subsequently fared with him is not known. We find him again on the coast in a similar capacity, eight years thereafter.

The Lunar had gone direct from Sydney to the Bay of Islands. The possibilities are she had been to Norfolk, and called in at the Bay of Islands en route. Topi, the island chief, remembered she was a full ship, consequently she could not have parted with much cargo prior to the disaster. The latter was attributed by Morgan to intoxication on the part of the crew, who, he alleged, had broached cargo, a portion of which consisted of rum and brandy. It occurred on a fine, clear night. Considering the treacherous character of the locality there may not have been much foundation for the charge against the crew. They remained on the wreck all night. Early next morning the disaster was noticed from the shore, and Toitoi's natives and whaling station hands visited the wreck. After a great deal of persuasion, Morgan came to see the

RUAPUKE REMINISCENCES.

rescue of the ship hopeless, and arrangements were made with the visitors to save as much as possible. The weather favoured their reaching Ruapuke, and the rescued stuff was taken there.

Describing his voyage to the south, Shortland writes:—"As the day advanced we had a fresh breeze off shore, and were thus enabled to keep very near the coast. Mr J—— (alluding to the well-known Johnnie Jones) wished to see the position of the wreck of the brig Lunar, which had, a short time previously, run ashore on a fine night, as was supposed, through extreme carelessness. She lay on a sandy beach which extended for many miles to the west."

Then again at p. 151 he writes:—"Tuhawaiki's residence, off which we lay in a very exposed situation, was in an open bay at the eastern end of the island. We landed early in the morning, and met at his house the supercargo of the brig Lunar, who, with the assistance of the natives, had transported all the moveable and more valuable part of the cargo of the wreck to this place." He complained much of the bad conduct of some of the crew, aided by Europeans from Ruapuke and Stewart Islands, who, instead of endeavouring to save the property, set to work to help themselves. He considered himself indebted to the natives for having rescued so much. "My stay here," adds the writer, "was cut short by the sudden coming up of a gale from the south-west, a quarter from which the wind blows often with great violence. It was necessary to get on board the schooner without delay, as we could see her already rolling and plunging at her anchor. Although we had not been more than two hours on shore, Chasland, our steersman, had got time to get beastly drunk on some sour wine, part of the cargo saved from the wreck."

On 29th January following (1844) Bishop Selwyn paid an inaugural visit to this part of his diocese. At p. 131 of his "Annals of the Colonial Church" he tells us he spent a night in Tuhawaiki's house, which, he writes, contained two rooms, in one of which was a large fireplace and chimney, which the 'Countess of Ruapuke' had carefully spread with two beautiful new red blankets, furnished also the room with carpet and looking glass. "I regret to add that another part of the furniture of the room was a large barrel of rum, which the chief kept for the use of his English sailors and for sale to the whalers."

These statements gave a cue to questions which, on being put to the old chief Topi, had the effect of brightening up his memory amazingly. He recollected Morgan's arrival perfectly. He came accompanied by four boats full of trade, together with the deck fittings of the wrecked brig. He landed on the beach at the foot of the cliff on which the pa is built. The stuff was all stowed away in a cave. The sails, spars, and heavy part of the cargo was used to cover the perishables. A day or so afterwards Morgan left with some of the natives, to visit the wreck and rescue more cargo. He was away eight days, and came back with a lot of chains, ironwork, etc. His absence [was just the opportunity the natives wanted.

When in Sydney two years previously, Tuhawaiki had taken deep interest in military display. In particular, he was deeply impressed with the Governor, attended by his bodyguard, and the idea struck him to form a bodyguard of his own. His purpose becoming known to the officers of the guard, on leaving Sydney they furnished him with what is said to have been a grotesque assortment of military clothing. It consisted of an admiral's suit, comprising a cocked hat, gold lace, etc., and 15 red coats, with chimney-pot hats to match. On the strength of these Tuhawaiki formed a bodyguard, with himself as governor or admiral. He was in the habit of resorting with his guardsmen to the beach and exercising them for an hour or so daily. Topi gave a most delightful pantomimic representation of Tuhawaiki and these military evolutions. En route to the beach they came upon the Europeans who accompanied Morgan to the island, lying scattered about helplessly intoxicated. The fact was only too apparent that they had broached Morgan's cargo. Having set out with a

sense of military duty and discipline, Tuhawaiki ordered his guard to take the delinquents into custody. Therein lay the difficulty. They were all so drunk they could not move. A council of war was held, and it was decided to remain by until they got sober, and then march them off for incarceration in one of the adjacent caves. Meantime Tuhawaiki and the guard had to obtain refreshments, and so powerfully did they refresh at the expense of Morgan's cargo that, by the time the others were sober enough to move, the custodians themselves had become helplessly drunk. Under these circumstances they simply changed places, and so went on at that rate, keeping up the rotatory for a day or two. The women getting alarmed at this state of things, assisted by such of the islanders as had not taken part in the dissipation, carried off the casks and hid them in a neighbouring lagoon, where they were kept out of sight until Morgan finally left the island. They were then recovered and taken up to Tuhawaiki's house, and, as stated above, became an eyesore to the worthy bishop.

Interrogated as to Chasland's alleged "beastly drunk" on sour wine, Topi replied, "No damn fear. Tommy Chasland knew better. You don't catch Tommy drinking sour wine as long as there was a cask of rum to be fished up out of the lagoon. Had there been a sly grog tap hidden at the bottom of the sea Tommy would have spotted it. He had a tremendous eye for business, more especially business in the liquor line." Returning to the narrative in hand, he (Topi) continued:—"Prior to Shortland's arrival, Tuhawaiki and myself crossed over in a whaleboat to Aparima to meet Johnnie Jones, and also to take possession of a small schooner purchased from the whalers. Payment was to be made in scraped flax, and the women had been busily engaged preparing it. The request to meet Jones came unexpectedly, and little more than half the flax was ready. We took that along with us in the boat, but, on tendering it as part payment, some difficulty arose. Shortland's statement that 'one of the European owners should sail her until the balance of the purchase was paid' is not correct. Some kind of tuhituhi (writing) was made out and given to the sellers, and thereupon the boat was given up to Tuhawaiki. The balance of the flax was sent in a few weeks, and thereupon the writing was handed back and destroyed. This transaction took place in presence of Jones. Jones was a man in whom Tuhawaiki had great confidence—in fact, he (Jones) latterly knew all Tuhawaiki's business, and for some time that business was mostly transacted on the advice of Jones. Topi never had the same faith in Jones. Some of the chief women of the tribe were also suspicious of the influence exercised by Jones. Still Tuhawaiki seems to have believed in him, and it was not until after the sale of the Otakou block, and immediately prior to his death, his faith in Jones's disinterested motives was destroyed."

Tuhawaiki and Topi, in the newly purchased boat, and Shortland and Jones, accompanied by Chasland, in Jones's schooner, after adjusting matters at Aparima, sailed for Ruapuke. The newly-purchased craft does not appear to have recommended itself to Shortland, nevertheless, we are told, it managed to outrun the other, and reached the island some time in advance. Shortland attributes this to light winds, adding that "it rendered Tuhawaiki more content than ever with the bargain." After a little thought Topi recollected this circumstance, and the old gentleman became rapturous when he recalled how immensely satisfied he and Jack, as he called Tuhawaiki, were at the result. Chasland considered himself boss sailing master of these seas, and he was prepared to run any risk to maintain his prestige. Jones was not by any means a bold navigator, and Shortland was even more timid. In that case they had the greatest possible difficulty in restraining Chasland from clapping on canvass and taking danger cuts amongst the skerries and reefs in order to shorten the distance. Tuhawaiki and Topi could see the struggle that was going on between Jones and his sailing master, and rightly judging the former would gain the day, they scudded along, making every possible short cut. They were quite satisfied with the performance of the craft, but what pleased them most was the

victory they had had over Chasland, who reached the anchorage two hours later, in, as they expected, a wrathful mood. Chasland was left in charge of the boats, while the others proceeded to the pa at the top of the cliffs. During their absence Chasland was let into the secret of the rum cask planted in the lagoon, through conversation he had with women of the tribe. With their assistance or connivance the cask was tapped, and Chasland drank so copiously that upon his fellow voyagers' return to the boat he was in the state named, "beastly drunk."

Morgan had meantime taken up his abode in the cave, where his salvage goods were stored. Besides the liquor he had repeatedly lost quantities of stores, and the natives had a good deal of korero amongst themselves on the subject of these goods, and what had to be done. They at length decided to purchase them for flax. A difficulty arose in their being still indebted in a considerable quantity of flax, as balance due on the boat. To overcome that difficulty it was arranged stores instead of flax should be given as part payment, and that all the available hands should at once be set to the manufacture of flax.

That purpose was kept secret from Morgan in the hope that the delay and what pilfering could be done, would tire him out and cause him to part with his goods at a further sacrifice. At this juncture Jones and his schooner, with Chasland, again turned up. He gave a lump sum for the goods and the wreck. What the sum amounted to Topi could not recollect, but he seemed quite convinced it was a highly profitable deal for Jones. The stores were forthwith transferred on board the schooner, and it was with a feeling of disappointment the natives saw the schooner, with Morgan and his goods, leave their shores. It was about the year 1840 Tuhawaiki visited Sydney. He sailed in the Magnet. He went under the auspices of Johnnie Jones, to whom the Magnet belonged. Returning a few months after he reported having sold the island or a large portion thereof. He gave Topi and Taiaroa 20 pairs of blankets as their share of the purchase price. He kept all the money to himself, and Topi, from whom I got the statement, never knew what sum had been paid for the alleged purchase. Nothing was ever heard of the land being claimed under this purchase. The Native Land Commission shows one J. S. Clarke, of Sydney, claimed an area—the acreage not stated—in Ruapuke, acquired in 1838, on which a sum of £30 is alleged to have been paid. Sydney Records locate that claim as against Green Island; probably Green Isles, mentioned above, is what is meant. The claim was disallowed. Tami-hana, Te Rauparaha's son, became a native catechist, and was the first missionary teacher who visited the far south. Topi at that time was engaged as headsmen in one of the Awarau whale station boats. He (Topi) remembered Tami-hana's tribe owed the tribe to which he belonged utu, or satisfaction. He could not at first remember what the circumstances were. Eventually it was recalled, they arose from the death of Tama-i-hara-nui, who was carried away on the brig Elizabeth, and put to death by Te Rauparaha at Kapiti Island. One party contended that death was justifiable, as the chief's tribe had wantonly slain Te Pehi, who was Te Rauparaha's uncle. A great deal of debate arose, and for a time the island where Tami-hana was located was greatly excited. On being referred to the highest available authority the question was decided in favour of Tami-hana's complete immunity, and he was allowed to go on with his evangelistic work. Both Bishop Selwyn and Mr Wohler bear testimony to the efficiency of the work done by Tami-hana.

NEW ZEALAND SEALS AND SEALERIES.

Assistant-surgeon Thompson, addressing Under-secretary Cook, March 1, 1804, writes:—Besides the oil fisheries, the coast abounds in seals. This trade also brings up and employs young men fit for the sea service. These amphibious animals come on shore in immense numbers to feed, and bring forth and nurse their young, in the islands to the southward. They are valuable on account of their fur skins and oil. Four small vessels have been employed by people of the colony (N.S.W.) in the trade for four or five years, and several thousands of skins have been sent in freight in ships for China, but the immense number of fur skins imported into that empire by the English and Americans, from the north-west coast of America, and transmitted overland by the Russians from Siberia, had so glutted the China markets that the fine sea fur, only sold from 4s to 5s 6d per skin; a price which, by no means, repaid the N.S.W. adventurer for his industry and perseverance. A better market presents itself in England. This fur is now generally used in making the felt, from which hats are manufactured, and from that circumstance, the price of seal fur skins in England sell from 6s. to 14s. per skin. This was but lately known in N.S.W., and an industrious man, who had been a convict, sent Home last year 2000 sealskins, and eight tuns of elephant oil, as an experiment. This oil is procured from a large amphibious animal, which they call the seal elephant, which only comes on shore on an island in Bass Straits, named Kings Island; yielding each nearly half a tun of oil. This oil sells in England from £35 to £42 per tun. The seal oil bears the same price.

July 22, 1804.—An M.S.S. report made to Governor King represents the annexed as a correct list of the number of sealskins, and quantities of seal oil brought to Sydney by vessels belonging to Kable and Underwood:—Schooner Endeavour, from March 9, 1803, to May 28, 1804, 9514 sealskins and 220gals. seal oil. Sloop Surprise, from March 11, to September 15, 1803, 15,480 sealskins and 610gals. elephant oil. Schooner Governor King, from August, 1803 to January, 1804, 3288 sealskins and 160 tuns and 186gals. elephant oil; making a total of 28,282 sealskins, and 163 tuns, and 40gals. of elephant, and 220gals. of seal oil, by this one firm.

February 10, 1805.—Sydney Shipping Register reports:—Arrived late last night, Contest, Johnson, master, with 5000 sealskins, from New Zealand.

March 12, 1809, Sydney Gazette reports:—Yesterday, arrived from the southward, General Bligh, colonial vessel, Garon master, with upwards of 10,000 fur sealskins. The 31st January she fell in with the Fox at sea, with about the same quantity. The Fox had lost her anchors, and was short of water, which latter want Captain Garon relieved as far as in his power. He passed through a newly-discovered strait, which cuts off the South Cape from N.Z., where about the middle of February, he fell in with the Pegasus, Captain Bunker, who had been pretty successful, and from whom he learned he had spoken the Antipod schooner, nine or ten weeks before; she being then very short of provisions, and upon his return to the seal islands to bring off his gangs.

March 19, 1809.—Arrived, the Pegasus, Bunker master, belonging to this (Sydney) port, with about 12,000 skins. In Foveaux Straits she fell in with a schooner from England, also on a sealing voyage, commanded by Captain Keith, out eight months. Same day, arrived the brig Fox, Cox master, with between 13,000 and 14,000 skins. Under the same date, the Otter, arrived from England. At the Bay of Islands she fell in with the Santa Anna, Moody master,

which vessel designed going to England almost immediately with 20,000 seal-skins, which he expected to increase to 30,000, from the supply of her gang on the Bounties.

August 27, 1809.—On Friday, returned from a sealing voyage, after an absence of ten weeks, the schooner *Endeavour*, belonging to Kable and Underwood, without any success, owing to the unaccountable loss of a boat and six men, on the coast of N.Z., which had been despatched in quest of the best station for her sealing gangs.—Shipping Record.

October 29, 1809.—Yesterday several sealers that sailed in *Unity*, colonial vessel, belonging to Bean and Webb, Hawkesbury, came in overland from Botany Bay, with intelligence of the vessels arrival there, with a cargo of about 6000 N.Z. skins.

January 21, 1811.—Sydney Gazette learns that fur skins have experienced a considerable fall in price; the average in England being 3s. to 8s. per skin. Arrived from N.Z., the schooner *Governor Bligh*, with 10,000 skins.

An M.S. in the colonial office, written by Mr Busby, afterwards appointed British resident, says:—"From the ferocious character of the natives, the Colonial (N.S.W.) Government, before permitting private individuals to embark in the skin and oil trade of N.Z., judged it advisable to despatch several of their own vessels, in the years 1822 and 1825, for the purpose of opening communication with the tribes along the coast, and generally, to sound their disposition towards visitors, and the practicability of maintaining the trade. It was accordingly thrown open, without restraint, to the enterprise of private individuals, and it appears in its increase to have exceeded the most sanguine expectations, which could have been entertained, respecting it. These voyages were undertaken chiefly for the purpose of procuring flax, but it has also been customary for vessels to leave parties on the different parts of the coast, to prosecute seal fisheries in the bays, which are frequented at certain seasons by the seals, and whales also."

Arrived from the coast of N.Z., the brig *Wellington*, Day master, belonging to Jos. Underwood, with between 6000 and 7000 sealskins, in a first-rate state of preservation. March 17: Arrived, the colonial schooner *Newcastle* from N.Z., with 1784 fur sealskins. Also at Hobart Town, the *Traveller*, after a short absence, bringing 470 fur skins, the best ever brought into port. The lot was purchased at 8s.—Hobart Town Gazette, March 10, 1825.

The brig *Wellington*, Day master, Underwood owner, sails to-day for Foveaux Straits, N.Z., to land upwards of 40 men, in sealing gangs. The enterprise involved in equipment of these gangs, will be gathered from the fact that, in outfit alone, a sum of £2500 has been spent on the party.—Hobart Gazette, May 5, 1825.

October 10, 1825.—Arrived, *Alligator*, Fairley master, from sealing grounds, Foveaux Straits, with 1460 skins and flax. December 19: The schooner *Prince* of Denmark, Stewart master, from N.Z., after nine months absence, with 450 fur seal skins.

December 22, 1828.—Grearson's (Hobart Town) trade list reports the arrival from N.Z. of 40,361 sealskins and 40gals. seal oil. Sydney exported the following N.Z. produce:—1828—118 tuns elephant oil, 7,647 sealskins; 1829—18 tuns elephant oil, 12,350 sealskins.

At this time eight vessels, representing 706 tons, employing 246 men, got 18,500 skins worth £9250 for their year's work. Four representing 637 tons, employing 60 men, got 600 tuns elephant oil worth £9000.

November 25, 1830—London prices current, quote per tun of 252 gals:—Seal oil, £55 to £60. Seal skins, 1s 9d. to 9s per lb. The circular adds: "This gratifying intelligence cannot fail to prove highly acceptable, especially to those engaged in whale and seal fisheries. The former has for some time been a source of increasing profit, and the latter, we are happy to find, is beginning to command that share of attention it undoubtedly merits; for while the skins fetch in general a remunerating return, the above quotation of the price the oil fetches will fully evince the folly of our sealers, hitherto, in not availing themselves of so important and profitable an article, especially when obtained with so little difficulty and expense.

During the year 1830 Hobart Town imported from N.Z., and its coast fisheries, 400 sealskins, besides oil and whalebone.

London quotations report: A small parcel of sealskins sold at 28s. to 32s. They were of but middling quality. Good skins were in demand. The importations for the year were insignificant. Sales of N.Z. sealskins quoted as follows:—10 middlings and small, 32s; 14 ditto, 10s 1d; 17 large pups, 27s 9d; 23 middlings, 28s 2d; 16 ditto, 28s 4d; 66 small ditto, 19s 4d; 73 ditto, 16s 8d; 12 ditto (black), 6s 5d; 9 ditto, 6s 4d; 33 wigs and middlings, 17s 2d; 37 ditto, small, 21s 1d; 21 ditto, pups, 12s.

In 1830, Sydney exported 4448 N.Z. sealskins, valued at £3850, and in 1831 4681, valued at £4441.

We are happy to perceive that this important article (seal oil), which has been so long overlooked by our merchants, and which judiciously managed, would certainly prove one of the most profitable resources of the colony, is at length attracting some share of attention it so deservedly requires. Captain Griffiths, of the *Henry*, who came into this port a few days ago from a sealing voyage, besides 12,000 skins, brought a considerable quantity of oil, the produce of that animal, the whole of which was immediately bought up by Mr White, our spirited lamp contractor, who seems to have been better aware than many of its value. The numerous islands of these seas abound in an eminent degree, with seals, and it has hitherto been the usual custom with our sealers just to knock the animals on the head, and remove the skin, leaving the flesh behind, but they should remember that the oil which may be, with very little labour, expressed therefrom, is superior in quality to that of the black whale, and fetches £5 to £8 per tun more in the London market than that commodity, and this, too, is a certain trade, whereas, the value of its skin is proverbial for fluctuation. The process of obtaining the oil is a very simple one. The casks should have two bottoms; the upper one a few inches above the other, and perforated in several places to allow the oil to pass through. Having removed the skins (which of course can be kept and rendered available as usual), put the flesh in the cask, placing a very light pressure on the top, and an oil of a beautiful white lucid colour is soon deposited. This, of course, is termed the cold-drawn oil, which is drawn off, and a heavier pressure placed on the top, by means of which a second quality, somewhat thicker, and of a browner hue, is obtained; still, however, superior to the black oil. The refuse may then be boiled down, and will afford a third quality. The *Henry* is a Van

Dieman's Land sealer, and has been very successful, and her example has induced one of our principle firms to determine on equipping a vessel without delay.—Sydney Gazette, April 5, 1831.

London Trade Review, May 24, 1831, reports: The demand for sealskins has been languid for some time past, and the value has declined 15 per cent. since the spring. The following are this year's sales:—

March	5	...	..	893 skins realised from	12/11	to	31/6
"	"	...	...	336	"	"	31/1
"	17	...	...	106	"	"	15/9
April	16	...	..	700	"	"	13/5
May	19	...	...	1614	"	"	8/6
July	2	...	..	1469	"	"	9/2
"	27	...	...	395	"	"	9/3
"	"	...	...	196	"	"	8/3
"	"	...	...	235	"	"	4/9
Aug.	11	...	..	186	"	"	16/-
"	31	...	...	206	"	"	8/7
"	"	...	...	97	"	"	25/-
Sept.	30	...	...	279	"	"	12/3
Oct.	27	...	...	1700	"	"	6/-
"	"	...	...	304	"	"	14/6
Nov.	17	...	...	192	"	"	15/-

1838 (London) prices current, quote:—Southern whale and elephant oil (pale in casks), £34; ditto, second quality, £35; pale seal oil in casks, £44. In committee of the Imperial Parliament of 1838 Chas. Enderby gave evidence to the effect that 36 crafts had been engaged in these fisheries, whereas the number had now fallen to one. He attributed the falling off to the advantage given other oils, in the way of duties. The seal oil fisheries of Newfoundland had increased about 200 per cent. since the year 1821.

WHALE FISHERIES.

From records, reports, etc., in Sydney Record Office:—As conducted from England, these fisheries date back to 1775. The Pacific fisheries were opened by Captain Shields, of the *Emilia*, in 1788. Japan fisheries, by Captain F. Coffin, of the *Syren*, in 1819. From these teeming waters alone, for many years, an annual catch of 40,000 barrels was taken, which, at the average price of £8 per barrel, gives some idea of the trade generally. Seychelles Islands, extending from Madagascar to the Persian Gulf, were opened by Captain McLean, in 1823. All experience goes to prove that whales do not entirely disappear, but merely migrate in consequence of their favourite haunts, being too continuously invaded. Spermaceti whale fisheries are carried on in the Pacific, from latitude 50deg south to 20deg north, between longitude 75deg west and the Indian Ocean, as also along the coast of Japan, as far north as 45deg. Its principal centres in the Pacific include the coasts of N.Z., New Holland (Australia), Chili, and Peru. In the Indian Ocean it extends from the Cape of Good Hope to the Western Coast of Australia, including Malacca Islands, and those of Japan, Sumatra, and, on the other hand, Madagascar to the entrance of the Persian Gulf. Common whale fisheries were mostly prosecuted in the bays, on the coast of Chili and the north-west coast of America, from California to the Aleutian Islands, and in the Sea of Kamchatka: as also the bays on the coast of New Holland, off N.Z. and its adjacent Auckland Islands, on the banks of Brazil, and the bays on the eastern and western coasts of Africa. They were likewise found in considerable numbers, in high southern latitudes—off the island of Desolation, Falkland, and South Shetland. Between 1775 and 1844 England fitted out 861 vessels, which made in all 2153 voyages. The average cost of each ship, including insurance, is estimated in the first instance at £8000, and that of each successive re-equipment £5000. The aggregate capital invested is set down at £13,348,000. One hundred and thirty ships were lost, 87 captured in war, and 37 abandoned, making a total of 254 ships to be deducted from the 861 equipped. The sperm oil and common oil imported amounted to 167,556 of the former and 115,088 tons of the latter. Pecuniary returns are estimated to amount to £14,987,052. Fur seal skins to the number of 2,094,593 were got during the period named. £288,700 was paid in "bounties." Between 1800 and 1842 sperm oil averaged £84 per Imperial tun, common oil £35. Between 1843 and 1845 these prices averaged £70 to £90, and £29 to £34, respectively. During first decade of the century 72 ships were employed, 64 during the second, 90 during the third, and 94 during the fourth (1840). Between 1840 and 1846 the number dwindled down from 72 to 36. The duration of the voyage and the average quantity of oil per ship was as follows:—Two and a-quarter years during the first 10 years, averaging 129 tons oil; 2 1-6 years from thence to 1815, 165 tons; 1815 to 1820—2½ years, 181 tons; 1825 to 1830, 2¾ years, 190 tons; 1830 to 1835, 57 months, 186 tons; 1835 to 1840, 40 months, 172 tons; 1840 to 1842, 42 months, 168 tons; 1843, 43 months, 158 tons; 1844, 42 months, 142 tons; and 1845, 45 months, 143 tons. Between 1821 and 1841 there was a decrease of 242 ships and upwards of 9700 men. American ships generally represented nine-tenths of the entire number of British ships so employed. The American whaling fleet, actively employed on the coast of N.Z. in the spring of 1840, amounted to 100 sail—a fact which, says Captain Wilks, in his narrative of the United States exploration expedition, will alone enable us to appreciate the value of these seas for whaling pursuits.

Charles Enderby, in Select Committee of the Imperial Parliament, July 24, 1840, reported:—"In an interesting work, advocating revival of the Greenland whale fisheries and trade, published 1722, I find some observations, so peculiarly apposite to the subject of the present deliberation, that I cannot

do better in quoting them in support of my own conclusions, than substitute the word 'Southern' for 'Greenland,' and 'Americans' for 'Hollanders.' It will then be seen with what cogency the passages in question apply to the southern whale fisheries, although written a century and a quarter ago:—"The Greenland trade" (read Southern Fisheries) 'bath in it all the qualifications that are needful to recommend it to this nation. It is qualified to enrich and make it more powerful. It is to be spoken of with regret that, although it was first discovered by the English, it has long since been abandoned to our diligent neighbour, the Dutch' (read 'Lately Abandoned to Americans and Others'): 'and this nation has suffered it to be neglected, to their infinite loss and dishonour. Though it has been generally supposed it will be found, upon examination, a very great mistake that the English cannot manage this trade, which the Hollanders, Hamburgers, Bremers, French, and Spaniards' (read Americans, etc.), 'all carry on to advantage, and by which means they are made rich, even out of our own pockets, who sit still and buy those goods of them for our ready money, which the English are every way better qualified to furnish to themselves, and even for export to other nations. It is a vulgar error that the Dutch' (read Americans) 'can build ships or sail ships or catch whales better and cheaper than the English. I am confident that if any society of men with a good stock and careful, prudent management would undertake it, they would greatly find their account in it, and the nation would reap such immense advantage from it that it will naturally fall under consideration of the Legislature to give all reasonable encouragement that may be needed to procure it.'"

At the date indicated (1840) it was estimated the Americans employed in these southern fisheries between 600 and 700 vessels, manned by upwards of 18,000 seamen. Between the years 1838 and 1845 the produce of their fisheries averaged annually 37,459 tons, whereof 13,406 were exported and the remainder kept for home consumption. In the last-mentioned year the produce amounted to no less than 43,064 tons, representing at the average American prices (although probably realising much more) a value of £1,420,447; whereas in the same year the produce of British whale (including Greenland, etc.) was only 5,564 tons, or £1,171,266 in favour of American over British enterprise in that particular branch of industry.

Writing as early as May, 1797, Collins, in his diurnal of New South Wales, notes the arrival in Sydney of two whalers not named, and mentions Sydney as an eligible whaling centre. He adds:—"Messrs Champion, Enderby, and others, owners of ships in the whale fisheries, could establish a depot or warehouse, well supplied with naval stores, where their business could be transacted by their own people and ships fitted with their own material."

In a despatch dated May 9, 1803, Governor King writes:—"The flattering accounts the owners of the southern fisheries will receive of the success of their ships on this coast and that of New Zealand ought to encourage their following this as the surest and most profitable track for their ships. We have now two ships belonging to London ready to sail, full of spermaceti oil, and several more are going Home in the same state." In a further despatch, dated March 1, 1804, he writes:—"Great success has attended the exertions of individuals in procuring 'oyl' and sealskins, which has been very profitable to the individuals, and as such may be considered an advantage to the colony, in the number of men and small vessels employed in that business."

Assistant-surgeon Thompson, writing Under-secretary Cook, June 28, 1804, says:—"The seas along the coast of the colony abound with spermaceti whale,

and it is to the industry and perseverance of my friends, Messrs Enderby, of London, merchants, that the colony is obliged for ascertaining that a whale fishery was practicable on the coasts of New South Wales. These gentlemen fitted out two ships for the express purpose of giving it a fair trial, and commanded the masters not to leave the coast for one year, even if they should not catch one fish. The experiment fully answered their expectations, since which time several other merchants have fitted out ships in that trade, and have reaped the benefit of their speculation. Last year, within the space of four months, five ships returned from that country loaded with spermaceti oil, with an average cargo of 150 tuns, which, at £90 sterling per ton (the market price at the time), makes their whole cargo amount to £67,000 sterling. At present there is on the coast and to the northward nine ships belonging to London, whose cargoes at the above rate will amount to £121,500, and employ about 270 seamen. The benefits resulting from this trade, both to the Mother Country and the colony, are evident. About the time I left the colony a few adventurous people, belonging to the country, were proposing to fit out and employ some small craft in this trade, erecting warehouses in Sydney, and sending the oil to England in freight as an opportunity of vessels returning Home offered. From this very trade, occupied in a similar manner, did Nantucket, in North America, from a barren sandy island, become one of the most respectable of its seaport towns, and produced the best seamen in America; the English merchant ever glad to invite them at high wages to command their South Sea whale ships, and ever since I have been in the service of New South Wales I have observed most of the commanders of the South Sea ships to be Nantucket men.

Order-in-Council, dated September 5, 1805:—The Governor has received information from Lieutenant-Governor Paterson, dated August 1 last, that a boat's crew had arrived at Port Dalrymple from Cape Barren to solicit a supply of provisions to relieve their distress and those of 20 other people belonging to the employ of Henry Kable and others, to the truth of which they deposed on oath; and his Excellency having also received a complaint from a gang of men employed in the same neighbourhood by Mr Campbell stating their distress, having been then (the 21st August) ten weeks without provisions, and languishing with cold and hunger. As this is not the first time these unfortunate people have been thus treated, and notwithstanding the Governor's endeavours to forward the exertions of those employed in the fishery, yet he cannot, in justice to the complainants, omit the severest censure on those who have thus negligently trifled with the existence of their fellow creatures. Nor can he pass over in silence the litigation, chicanery, and every other species of irregularity that has, more or less, been forced on the attention of the Governor, magistrates, and Courts of Justice in attending to the perplexing and unwarrantable conduct of the owners of the South Sea fisheries and their men, which causes him to make the following regulations:—No security is in future to be admitted for those who are detained for debt until the creditors be fully satisfied. Free men having wives and families at this settlement will not be allowed to engage in the fisheries, because it is known that American vessels have taken people of that description from the several islands, and most certainly with the consent of their employers, by which means their families will become burdensome to the public; but the owners or employers of all colonial vessels and sealing gangs may enter into a special bond, themselves in £200 and two sureties in £100 each, to maintain the wives and families of those permitted to engage, with a ration each equal to that issued from the public stores, during the husband's or parents's absence, unless satisfactory proof is adduced that the husband or parent so engaged is dead, and not taken from the colony or its limits, and to bring them back to the settlement (if required) when the term of his engagement is completed. Then, again, provision is made that employers must maintain free men until an opportunity arrives for forwarding them to their gangs.

WHALING REGULATIONS, &c.

Proclamation by Governor King, dated Sydney, May 26, 1804:—"Whereas it has been represented to me that the commanders of some American vessels have, without any permission or authority whatever, not only greatly inconvenienced his Majesty's subjects, in resorting to and continuing among the different islands in and about Bass's Straits for skins and oil, but have also, in violation of the laws of nations and in contempt of the local regulations of this territory and dependencies, proceeded to build vessels on the islands of the said straits, and in other places within the limits of this, his Majesty's territory of New South Wales and its dependencies, to the prejudice and infringement of his Majesty's rights and properties therein. And whereas I have, sometime past, requested instructions on the subject of the subjects of any European Power in amity with his Majesty, that they may be allowed to procure skins and oil on the islands, wastes, and bays of this territory and its dependencies as aforesaid. Until I receive those instructions, I do in the meantime hereby prohibit and forbid any foreigner whatever, as well as his Majesty's subjects (according to the first regulations of this colony, consequent on the Royal instructions), building or causing to be built any boat or vessel whose length of keel exceeds 14 feet (unless by reason of a ship being wrecked) without my permission and authority for so doing being previously obtained. And in case such vessel should be built, or the building of such vessel be carried on after this notice, then and in these cases the said vessels so built or building may be seized within any of his Majesty's ports whereat such vessel so built may anchor, or on any part of the coast, bays, or islands within the limits of this territory where they are building, and confiscated to his Majesty's use. And the parties therein offending, whether subjects of his Majesty or otherwise, will incur the penalties that may be awarded for an infringement of the regulations of this territory and agreeable to the existing treaties of amity, commerce, and navigation."

FOREIGN RELATIONS.

Proclamation of Governor King, dated August 11, 1804:—"Notwithstanding the claims every Power in amity with his Majesty has for the wants of their vessels being furnished to such as touch here on a direct voyage from one port of discharge to another, yet, when those wants are relieved, it is by no means the Governor's duty to admit such vessels being cleared out from hence, otherwise than in prosecution of their direct voyage. And so his Excellency, considering the clearing such vessels out for the purposes of skinning and oiling, or with a view to their returning here and making this place a depot for their trade in skins and oil, is a manifest injury to his Majesty's subjects in this territory and its dependencies; preventing the benefits of the persevering exertions of the British adventurer and depriving the British seamen, artisans, and labourers of employment; opening a communication between this colony and the honourable East India Company's territories; exclusive of the injury his Majesty's service sustains by the numerous convicts that have escaped and been received on board American merchant ships on their departure. It is therefore required and directed that no vessel under foreign colours or belonging to any foreigner to be cleared from this port for any sealing voyage within the limits of this territory or its dependencies, and for the purpose of returning hither. But that all such vessels, after their necessities are relieved, be cleared out from this port to any other port of discharge. His Excellency also strictly forbids any person not a natural born subject of his Majesty being engaged to reside or settle in the territory or its dependencies without a previous permission obtained from the Governor or officer in command for the time being. British seamen, residents of this territory or its dependencies, are strictly forbidden to ship themselves with foreigners during the existence of the present war; but if any commander of a foreign ship or vessel should be in distress for men to navigate

his ship from this port to another port of discharge, and verifies the same on oath if required, due attention will be paid to his representation. And should any person whatever in this territory or its dependencies so far forget what they owe to their own interest and that of the society they live in, by using any direct or indirect means to defeat the intent of this order, they will, on conviction before a bench of magistrates, be fined in the sum of £50 for each offence."

[The explanation of the foregoing is given in a despatch dated August 14, 1804. Therein Governor King, addressing Lord Hobart, says: "In Lieutenant-colonel Collin's last letter to me from the Derwent he informed me the master of an American ship was building a vessel in Kent's Bay, in Furneaux Island, at the east entrance of Bass's Straits. That is the third American vessel that has, within the last twelve months, been in the straits and among the islands procuring sealskins and oil for the China market. In a former letter I requested instructions respecting how I was to act with vessels belonging to Powers in amity with his Majesty who resort to these straits and the islands in them, as well as on the coasts within the defined limits of this territory, from continuing on the coasts and procuring its produce, to the evident disadvantage of the colonist. On a reference, this application will be found to have been made in consequence of a French schooner coming here, expressly for that purpose, from the Isle of France; but as it now applies to the Americans, I respectfully request being informed how far the Governor of this territory would be justifiable in preventing this intrusion and intercourse with the Americans, which is not only precarious to the public interest, but highly disadvantageous to the adventurous colonist, who give constant employment to 123 men, exclusive of ship-builders and many other artificers and labourers, which may be virtually deemed a saving to the Crown and advantage to the colony. The enclosed proclamation will show your Lordship that I have taken every step I consider myself justifiable in adopting, and, by my orders to Lieutenant-colonel Paterson, it will be observed the precaution I have used, that no act of hostility might be urged by the Americans; but as the adventurers of this colony, whom I have ever made a point to encourage in the fishery and sealing, are not at ease on this point, I humbly suggest the necessity of instructions being sent on this head, as it is almost the only present means they have of benefiting themselves, and the colony, and in which they have ventured much."]

Public opinion anent the foreigner had greatly relaxed during the ensuing forty years. Governor Hobson issued the following, dated Wellington, New Zealand, September 3, 1841:—"A representation having been made to me that the American and other foreign vessels engaged in the whale trade frequently visit this port in want of supplies and repairs, and that in every case they are destitute of any other means of providing for their disbursements than by selling a portion of their oil. Deeply impressed with the advantages which would result to the settlers of this infant colony from encouraging the resort of whaling ships of all nations to its ports, and following the practice which I understand to prevail in New South Wales, you are hereby authorised to sanction the importation of such quantities of foreign-caught oil as may appear necessary to defray cost of the supplies or repairs above referred to, taking special care that both the amount of supplies and repairs and the value of the oil are accurately determined and certified by two respectable merchants. It is, however, clearly to be understood, such oil shall be received for consumption in the colony, subject to a duty of 10 per cent. ad valorem.

To prevent, as far as possible, the cruel indifference manifested by the owners of sealing and whaling gangs in the matter of supplies provided for their use, and which had resulted in starvation and hardship, Governor King issued the following order, dated September 5, 1805:—"His Excellency directs every person owning colonial crafts of any kind to enter into the recognisance required by the General Orders of March 30, 1805, in which penalties will be

included, an obligation to lay in sufficient stock of provisions for the use of their respective gangs at the places they are stationed at, and that no reliance may be placed on the neighbouring settlements for affording those supplies, which, in the infant state of these settlements, they are unable to do without distressing themselves, and should the sealers, through the negligence of their employers, be compelled to seek such relief, Lieutenant-Governors and Magistrates are directed to cause deposition to be taken as to the cause of their wants, and to transmit the same to the Governor-in-Chief, who will, on proof of negligence on the part of the employer or those acting under him, exclusive of the forfeiture of the penalties, direct that no future clearance be given any vessel belonging to such proprietor or employer, besides directing that a charge be made against such employer of 10s for each pound of salt pork, wheat, maize, or other grain and animal food so required and furnished.

The practice of getting Maoris to join these gangs, and then abandoning them to their own resources in Sydney, is dealt with by an Order-in-Council, dated May 26, 1805:—"Whereas a number of New Zealanders have been brought here, and left by South Sea whalers, from the East Coast of New Zealand. Masters of ships—foreign as well as English—are forbidden to do so without the Governor's permission in writing, which will not be given unless with a certainty of the master taking them back to the islands to which they belong. Those in the colony who cannot maintain themselves are to be given employment and maintenance by the Government until opportunity occurs for sending them home."

Most English whale ships during the wars of the early part of the nineteenth century were "Letters of Marque," or, in plainer terms, commissioned privateers, and they either caught whales or the enemies' vessels, as circumstances threw in their way. They always carried large complements of men, as each boat was obliged to have its own crew, and these ships have generally from four to six boats over the side ready for lowering. A craft of this kind is alluded to in the Sydney Gazette of Sunday, April 1, 1804:—"On Friday, the Scorpion, whaler, Captain Daggs, hove in sight, and the same evening anchored in the Cove. She sailed from England with a 'Letter of Marque' the 24th of last June, mounting 14 carriage guns (now in the hold), and carried 32 men. Shortly after her departure she met with, separately, and captured two French whalers with cargoes, which were unacquainted with the renewal of hostilities. She afterwards went to St. Helena, from whence she took her departure four months since; then visited the coast of New Zealand, and, in Dusky Bay, procured a number of excellent sealskins. The above ship's burden is 343 tons, and she has on board 4759 skins, 20 barrels sperm oil, and 18 tons salt. From the close political connection which, unfortunately for Holland, subsists between her and the French Republic, no doubt was admissible of her engaging in a war against Britain hand-in-hand with her great ally, but Captain Daggs does not give any certain information relative to the activity or neutrality of Spain, but confirms our former accounts of several Spanish vessels having been sent into Spanish ports."

During the first 10 years of the century Sydney Shipping Register is altogether incomplete. The following are examples of the few available entries relating to the New Zealand trade:—July 8, 1804: Arrived, on the 3rd inst., Albion, Captain Bunker, from New Zealand and Sandy Cape, with upwards of 1400 barrels of sperm oil. June 5, 1808: On Thursday arrived the Sarah, Captain Bristow, from England, by Norfolk Island and

New Zealand, with 70 tons sperm oil. May 15, 1808: Sydney Gazette reports the season has proved very successful to several of the whalers operating off the New Zealand coast. The Seringapatam got 200 barrels sperm in the course of a week. The Albion and Eliza were both very fortunate; the former got 900 and the latter 800 barrels.

The second ten years' operations announce under January 21, 1811, that a duty of £10 per ton had been imposed on all oil. February 9, 1811: Arrived, Santa Anna, Captain Dagg, formerly here (Sydney) in the Scorpion, from England, 10 months out. She came by New Zealand, and brings 40 tuns sperm oil. She will shortly return thither to fill up, and proceed from thence to England. Captain Dagg was lately in company with the Indispensable, Captain Best; Inspector, Captain Walker; and the Spring Grove, Captain Mathieson; all well. April 13, 1811: Arrived, Sydney Cove, M'Larrin, master, from the seal and sperm fisheries, with 40 casks of sperm oil. July 20th, 1811: Arrived, Indispensable, Best, master, with 175 tuns sperm oil. Ten weeks ago Captain Best spoke the New Zealander, Captain Alder, off the coast of New Zealand, then having 1300 barrels sperm oil. He had experienced tremendous gales since, but has fortunately sustained no accident to ship or crew. July 27, 1811: Arrived, New Zealander, Alder, master, with 200 tuns sperm oil. Lately she experienced most severe weather, and in a heavy gale lost her rudder, to replace which she made the best of her way thither (Sydney). These gales appear to have been general all round the coast. Sydney Gazette, March 30, 1811, reports: One of the gang employed by Campbell, Hook, and Co. on Foveaux Straits, gives an account of a fearful hurricane that occurred there early in the month. He describes it as being most furious and terrific, dismantling forests of their largest trees, separating massive rocks, and filling the imagination with awe and terror (see "Hurricane and Disaster").

The trade appears largely to have increased during the third decade, and the information is more explicit. March 10, 1821: Captain Thompson arrived from New Zealand, having spent four months on the sperm oil fisheries in the brig Active. He states that there are 15 whalers at work on the New Zealand coast, and that his ship, the Active, has been most successful of them all. Sydney Gazette, March 17, 1821: The following is a list of whalers on the New Zealand coast, together with their respective takes for the season:—

Catherine, Graham, master	600 barrels
Vansittart, Hunt, master	250 barrels
James, Mouatt, master	500 barrels
Independence (American), Barrett, master	800 barrels
Seringapatam, Joy, master	80 barrels
Kent, Gordon, master	200 barrels
Ann, Lawrie, master	800 barrels
North American, Wyper, master	50 barrels
Brig Cumberland	1200 barrels
Prince Regent, Anderson, master	1400 barrels
Rambler, Smith, master	500 barrels
Saracen, Kerr, master	120 barrels
The Woodlark, Moore, master, had only killed two whales	

Under date March 24, 1821, Sydney Gazette receives information from the captain of a whaler that, returned to England in 1819 from a prosperous voyage of 333 tuns of sperm oil, procured in 22 months, the extraordinary assurance that in consequence of a glut in the London market his cargo went at £55 per ton, which was the effect of three other arrivals within three days

with cargoes amounting to 2100 tuns; but from the constantly great demand a scarcity ensued, and in two months the price amounted to £80 sperm and £25 to £40 black oil. West, skipper of the *Indian*, reports, under this date, having lately killed a whale. Cutting out the under jaw, he took out 32 teeth of fine ivory, measuring six to eight inches and weighing six to eight pounds each. He has preserved the jaw as a curiosity. January 30, 1823: The lateness of the fisheries has induced holders to ask higher prices for whale and southern oils, but the market is in so fluctuating a state that prices, although higher, cannot be depended upon. Buyers ultimately anticipate a favourable fishery, and that the ships keep out on account of the fine weather, so that little business is doing, and all reports must be accepted with great caution (Trade Circular). April 28, 1825: Arrived, Pocklington, whaler, *Jones*, master, with 100 tuns of oil. She brought Captain Edwards, of the brig *Mercury*, captured by natives at Wha-nga-rooa, also part of the ship's crew. In 1826 Hobart Town awakened up to the importance of these fisheries, and it would appear from the following a proposal for working them on an extensive scale had been mooted. Hobart Town Courier, June 7, writes: "The talk of a whale company, if only accomplished, will be a beneficial and highly important undertaking. But the people of this colony live to talk, and yet do little." Two and a-half years thereafter—namely, December 22, 1828, Grearson's Trade Circular, a Hobart Town publication, reports the arrival from New Zealand of 12,602 gallons sperm oil, of the value of £2550; also seal skins and seal oil. Thereupon the following comments are made:—Southern whale oil taken in the Derwent may be considered from £2 to £3 more valuable than the elephant oil taken at Macquarie Islands, on account of the whale oil having less deposits or foots, and being better cured. In 1828 Sydney exported the following New Zealand produce: 298 tuns sperm oil and 50 tons head matter. In 1829, 885 tuns sperm and 50 tons head matter.

The southern oil trade was at its best during the thirties. A London price list of November 25, 1830, quotes sperm at £85 and black £61. During 1830 Hobart Town imported from New Zealand and its coast fisheries 17,000 tuns oil and 600 hundredweight of whalebone. Her tonnage engaged in the trade amounted to 2151, in vessels of 20 to 243 tons, of the gross value of £23,000.—Tasmanian, February 4, 1831. At an auction sale held in Sydney, September 3, 1830, 90 tuns pale oil, ex *Wave*, realised £26 10s to £29 15s; 35 tuns ditto, ex *Science*, £26 15s to £29; 23 tuns ditto, ex *Hantley*, £27 to £29; 4 tuns dark oil, £14 to £15 5s; whalebone, £95 to £110 per ton. London quotations at this date were: Sperm, still firm at £78 per tun; but South Sea oil has fallen to £28 to £30, and whalebone difficult to realise at £100. In 1830-31 these fisheries attained great activity. Out of a total export for 1830 from New Zealand to Sydney, amounting to £68,280, these fisheries, including a sum of £3350 for seal skins, amounted to £46,990, made up as follows:—Black oil, 482 tuns, £9450; sperm, 642 tuns, £31,750; whalebone, 18 tons, £1940. In 1831 the total export from New Zealand to Sydney doubled, being £134,167, to which these fisheries contributed £109,077. The principal item in the excess was sperm oil, which increased from £31,750 in 1830 to £91,000 in 1831. The several items were:—Black oil, 491 tuns, £9650; whalebone, 18 tons 11cwt, £2006; seal skins, £4441. The sperm oil take was 1755 tuns. In anticipation thereof, Sydney Gazette wrote, September 13: "The whale fisheries are likely to prove more than usually lucrative to the enterprising and deserving projectors this season. The boats—especially those of Messrs Kelly, Lucas, Young, and Walford—have already caught immense numbers; those of the Messrs Maule alone caught between 20 and 30 carcasses."

Shipping Intelligence, dated Sydney, February 1, 1831, reports the return to port of two whalers—the *Albion*, with 700 barrels, and the *Elizabeth*, with 361 tuns (said to be unexampled) of sperm oil. The former has been out two

years and the latter only 18 months. We (Sydney Gazette) believe the Elizabeth is the richest whaler that ever entered this harbour. She is said to be the richest that ever sailed these seas. According to the latest prices of oil on the London market, her cargo is worth the magnificent sum of £22,500. The prosperous house of Robert Campbell, junior, and Company are owners of this golden windfall. Mr Campbell has engaged the Andromeda to convey it to London. The Elizabeth spoke the Harriet, of this port, doing well, and the colonial-built ship Australian, belonging to Cooper and Levy, nearly full. The Albion also spoke John Bull, which had met with the misfortune of losing her crew, who absconded at one of the islands, and the commander, it is said, had been obliged to engage the natives to work the vessel.

A commercial circular, dated February 26, 1831, published in Sydney, under the heading "The Oil Market in England," writes: "The oil trade is another great source of wealth to us, and it is particularly so at present. We have private letters of the 14th October, 1830, and the newspapers of that and subsequent dates which give account sales of the oil sent hence per Chatham at £42 per tun; the price then rising. The fine bright oil from this colony fetched a much greater price than the very best Greenland. Sperm oil, which has also experienced a similar advance in price, is owing to the terrible disasters which have befallen Greenland fleets. The season for fishing in the Northern Seas closed the end of September; the winter had, however, set in with unusual severity much earlier than common, and 18 ships had been lost, and the whole produce of the entire fleet was only 94 fishes, averaging about six tuns each. Thus a great rise in the price of oil was the consequence, and large advances even upon the £42 then given were offered to the agents of the ships expected to arrive from hence. It was supposed this price would reach £50 for black oil and £120 for sperm. Whalebone was very high, and rising; and the whole of that branch of commerce had assumed the most promising appearance for those engaged in it.

Arrived, the Juno, from New Zealand, March, 1831. She brought advices giving the following accounts of Sydney whalers:—Caroline had on March 7 300 barrels; Lynx, January 2, 190 barrels; Wolf, February 17, 25 barrels; Woodlark, February 20, 180 barrels; Tigress, March 10, upwards of 400 barrels. The Sisters, Duke, master, put in on February 1 with 1700 barrels; having been out from London 17 months. She sailed for England on the 8th inst. The Thetis, out 24 months, put in with 1500 barrels. The Wolf was formerly a man-of-war, but has since been purchased and fitted out for these colonies for whaling purposes. There also arrived the Nelson, after being out the long period of two years and nearly five months.

London Trade Review, May 24, 1831, writes:—"The market for oil and whalebone was steady, and but little varied from spring to summer, but on the 11th October advices of the almost total failure of the Davis Straits and Greenland fisheries were received, when an extraordinary and sudden rise occurred. Out of 90 English vessels which preceded to these seas 19 were lost, and the quantity of oil brought by the remaining ships was only 2200 tuns, whilst the quantities for the last six years were as follows:—1824, 9600 tuns; 1825, 6581 tuns; 1826, 7400 tuns; 1827, 13,470 tuns; 1828, 13,908 tuns; 1829, 10,700 tuns. Prices in consequence remain firm, and there is no probability of any material decline for the next eight months, especially as large contracts for sperm to arrive have been entered into by dealers of wealth and judgment. An unusual number of vessels have been fitted out for the South Seas, and much attention

is still given to the fisheries here and in the colonies, so that it is not likely, in the years 1832 and 1833 large supplies may be poured in, and prices be materially depressed. A parcel of fine Greenland whalebone has fetched the enormous sum of 400 guineas per ton lately."

The whalers actually belonging to the port of Sydney and worked by colonial capital, number 18, representing an aggregate of 3800 tons. There are four belonging to London, but sailing from Sydney, representing 1059 tons, and the whole tonnage embarked in the trade, and more or less connected with the colony, sums up 5731 tons. The benefits derived even from whalers not belonging to the port are numerous, and likely to increase. They contribute to the revenue by paying harbour dues, and lay in stores procured from our merchants and dealers. The following is the list of whalers trading from this port:—Lady Blackwood, 254 tons; Lynx, 180 tons; Woodlark, 245 tons; Courier, 185 tons; Clarkstone, 244 tons; Caroline, 198 tons; Elizabeth (Fowler), 363 tons; Pocklington, 204 tons; Anne, 179 tons; John Bull, 179 tons; Cape Packet, 210 tons; Lord Rodney, 166 tons; Australian, 265 tons; Juno, 212 tons; Waterloo, 68 tons; Caroline, 68 tons; Elizabeth (Finnes), 269 tons; Albion, 311 tons. The following are vessels belonging to England which had agents in Sydney:—Harriet, 211 tons; Venus, 288 tons; Tigress, 192 tons; William Stoveld, 187 tons. Vessels belonging to England, but sailing from Sydney:—Mary Jane, 249 tons; Lady Rowena, 323 tons; Genii, 164 tons; Haskmy, 323 tons.—Sydney Gazette, July 2, 1831.

A report, dated Sydney, September 24, 1831, states:—"The brig Fame, from New Zealand, brings intelligence of the following vessels having been recently at the Bay of Islands. That fine harbour is now really becoming a most respectable seaport:—Ship Elizabeth, J. Hart, master, twenty-eight months out, 1900 barrels of sperm oil. She had lost two of her boats, with the chief officer and two of the boats' crew. The accident occurred off the Kingsmill group. Barque Elizabeth, Deen, master, out five months, a clean ship; receiving some injuries on her passage. Brig Napoleon, Hunter, master, from Valparaiso, under Spanish colours, out eight months from Otaheite with 600 barrels of sperm oil. A mutiny had taken place on board this vessel, when a part of the oil had been taken out, but was afterwards recovered from the mutineers by the assistance of Captain Deen, and she had sailed again all well. Ship Argus, Barclay, master, out seventeen months, 900 barrels oil. Ship George, M'Kelly, master, out eleven months, 1100 barrels oil. Ship Convoy, Rannix, master, out nineteen months, 1900 barrels of sperm and 700 barrels black. Ship James, Cobbin, out twenty-four months, 1400 barrels sperm oil. Barque Harriett, Read, master, out eighteen months, 1400 barrels sperm. Barque Fanny, out sixteen months, 900 barrels sperm. Barque Thetis, Gray, master, out twenty-six months, 1600 barrels sperm. Ship Admiral Cockburn, Kemp, master, out twenty-six months, 1700 barrels sperm.

The following is a counter blast. It appears in Sydney Gazette, of date October 29, 1831. It has, writes the editor, been handed to us by one who signs himself "A Misguided N.Z. Trader." It is evidently written under the smart of a sore disappointment:—The New Zealand trade must now be drawing fast to a close. Messrs. Montefoir and Co. have cut the concern and sold the Darling. What she may have sunk is not well known. The Admiral Gifford must also have lost a considerable sum. She is sold. The Harlequin must have barely cleared herself, even though she has made so quick a trip. She returns no more to New Zealand, but proceeds to Hobart Town. The Prince of Denmark is the only one that seems to continue in the trade with a reckless determination. The last voyage took four months to bring up twenty tons. This

would cause her to sink at least £300. She goes again to New Zealand. The Currency Lass now goes out of the trade. So well are the secrets of New Zealand business known that even those who have trade to sell, requisite for the voyage, really refuse credit to those engaged in it. That must be a bad business indeed that the mere being in affects the credit of the enterprising speculator. But such is the fact. The *Globe* (London) of June 11 sounds a somewhat corroborative note:—Speculators in whale oil after all are likely to burn their fingers, it having lately fallen upwards of £10 per tun.

The following items are culled from their respective record sources of information:—December 6, 1831.—Arrived, Sydney Cove, Sutton, master, from New Zealand, with seventy-five tuns black oil; William Stoveld, Davidson, master, with 190 tuns black oil. In addition to these two vessels, the *Jane* returned to port yesterday. They belong to the Messrs. Mossman, whose spirited exertions in the trade present every indication of rich returns. December 8th.—Arrived, New Zealander, with seventeen tuns oil; Waterloo, with thirty-two tuns; and (December 13) Nelson, with 200 barrels sperm; Jane Mossman, with five tuns sperm and seven tons whalebone; Elizabeth, 365 tons Lurden, Fowler, master, with six tuns sperm, 327 tuns black, and fifteen tons whalebone. December 26, 1831.—A duty of £26 per tun is declared on sperm oil not caught by British ships. December 29.—Arrived, the *Caroline*, Williams, master, from New Zealand, with forty tuns oil. By the *Zebra*, which arrived same day, the following particulars of New Zealand shipping were learned:—The *Venus*, whaler, with 120 tuns of oil, sailed on November 16 on her return to the fishing grounds. On the 18th the *Bee* arrived at the Bay of Islands, and the *Thetis* sailed from thence for London on the 20th, with 300 tuns sperm oil. The latter had sustained some damage, and was short of supplies. The damage was repaired, and she received a supply of bread from the *Zebra* before sailing. The *Sir George Murray* was in Hokianga. The *Zebra* left the Bay of Islands for Sydney on December 21, and encountered strong gales and heavy weather. Hobart Town Courier, January 14, 1832:—Goods of the value of £3579, of which £3174 went direct to New Zealand, were exported to New Zealand fisheries by Hobart Town. During the quarter ending March 31, 1833, Hobart Town imported from New Zealand £1236, exporting thence for the period £397. The rate of insurance charged on goods sent from Hobart Town to New Zealand was 1 per cent. The *Fortitude*, schooner, 132 tons, Mackay, master, arrived at Hobart Town from New Zealand, bringing twenty casks of black oil and other cargo. She reported the following on the New Zealand coast:—Lunar, with 700 barrels; Elizabeth (Fowler), 1050 barrels; Elizabeth (Finnes), fifty tuns; Earl Stanhope, 1800; Seamander, 300; Sir William Wallace, 800; Mary Dryborough, 120; Elizabeth Currie, 1700.

McCulloch's Commercial Directory reports:—In 1834 [a year below the average of that of immediately preceding years] 126 ships were engaged in the South Sea oil trade; average tonnage, 390; that of crews, thirty-six men each; 673 tuns of sperm, valued at £65 per tun, and 2543 tuns black were imported into Great Britain, the latter being of the value of £23 per tun. Since these quotations were made prices, we believe, have risen considerably. The total value of these imports was £496,004. In addition thereto Americans largely embarked in the pursuit—125 of their ships being at work on the New Zealand coast.

Sydney Customs for 1835 report, on the coast of New Zealand:—Blackbird, 67 tons burden, Duff, master; Sydney Packet, 85 tons, Bruce, master; Waterloo, 414 tons, Coe, master; New Zealander, 143 tons, Joseph, master; Weller (schooner), 49 tons, Hathway, master; Active, 105 tons, Davidson,

master; Luey Ann, 214 tons. Rapsey, master; Fortitude (schooner), 132 tons, Mackay, master; Darco, 257 tons, Surrey, master; Jane and Henry, 147 tons, Cockburn, master. Freights to New Zealand and South Sea Islands from Sydney, £2 2s to £2 10s. Market quotations: Sperm oil, 3s 6d per imperial gallon; whale ditto, 2s 6d; black ditto, 2s 6d; refined black, 3s; seal oil, 3s 6d—Sydney quotations, December 12, 1835.

During the half-year ending December 31, 1836, seventeen vessels engaged in New Zealand fisheries, realising a total of 16,250 barrels oil. These were colonials. America operated with eleven vessels, realising 12,900 barrels; Britain, six vessels, realising 6600 barrels; and one Frenchman, 1500. All these vessels reported themselves at the Bay of Islands.—Sydney Customs Records.

July 14, 1838.—Arrived, the Magnet, from New Zealand. She spoke the American, Fortune, eight months out, with 700 barrels. She was lying away south-south-west of the south coast of New Zealand. At the Bluff she found Governor Bourke, with 100 barrels sperm and black. At Port Oxley (Wai-kouaiti) the Columbus, with 1500 barrels; the Fawn, with 2500; Friendship, 2200. Dublin Packet, with fifteen tuns, was lying at Mr Weller's station (Otakou).—(Sydney Shipping Report.) For the quarter ending July, 1838, New Zealand fisheries produce, imported into Sydney—339 tuns sperm, of the value of £16,178; thirty-four tuns black, £541; and seventeen hundredweight whalebone, £161; total, £16,880. London prices current at that date quote as follows:—Sperm and head matter, £33; southern whale and elephant (pale in casks), £34; ditto, second quality, £33; pale seal oil in casks, £44; whalebone, £150; ditto, the produce of northern seas, £220. For the quarter ending November, 1834, these imports into Sydney amount as follows:—338 tuns sperm, £19,755; 286 black, £5188; 364 hundredweight whalebone, £1665; which, together with sealskins, made a total value of £26,616.

British fisheries at this date were very much depressed. In the year 1821 there were 322 ships engaged in the northern fisheries. Now there were only 104. We have reason to believe one-half the southern oil, as it is usually called, is caught at New Zealand, and introduced through New South Wales to this country. In cotton spinning, flax, and operations of the finer class of machinery, by using South Sea sperm oil, 500 more revolutions can be got on 4000 than the lubrication of any other oil. I estimate the indirect duties levied on oil of British fisheries, in the shape of duty on Baltic staves for casks, and on foreign provisions and other things, is very great. I estimate it amounts to £600 to £1000 upon each whale ship that goes to the south'ard. That is equal to a duty of £6 per tun on sperm oil, and £4 on common oil. The duty on olive oil is £4 4s, on cocoa oil 2s, on palm oil 2s, on rape oil 12s—Chas. Enderby in Select Committee, Session 1838.

October 30, 1839.—Arrived from Preservation Bay, New Zealand, on Sunday last, from whence she sailed on the 4th, Success, 82 tons, Catlin, master, with fifty-two tuns black oil and two tuns whalebone. She reports: Margaret Rait, Coffin, master, of St. Johns, New Brunswick, with 700 barrels black oil, left Bluff for the fishing grounds July last; the American William Hamilton, of Seg Harbour, with 509 barrels black, sailed for the fishing grounds from Bluff August 29; the American General Williams, of New Bedford, with 300 barrels sperm and 800 black, was in Bluff September 12; the American, Roman, with 600 barrels sperm and 900 black, sailed from Bluff for the fishing grounds September 1.—Sydney Customs Records.

Sydney oil market quotations at auction January 1, 1840.—Ten tuns black realised £17 per tun; 100 tuns ditto, £17 5s; five tuns ditto, £17 17s 6d; sixty tuns ditto, £17 15s.

THE SHORE WHALING STATIONS.

Charles Enderby, F.R.S., gives the following as the advantages accruing to whaling enterprise, conducted from shore whaling stations:—(1) Diminished cost of outfits, equipments, and repairs; (2) saving in the disbursements of the vessels, and their wear and tear; (3) cessation of trading by the masters on their own account, and its attendant evils; (4) acquisition of a superior class of men, and gradual formation of a valuable naval school; (5) increased security against dishonesty on the part of agents; (6) greater control over the operations; (7) considerable diminution of leakage; (8) saving in the interest on outlay, and in insurance; (9) increased profits; and (10) annual returns of produce, thereby ensuring a regular and sufficient supply of oil, and greater steadiness in prices.

In the selection of sites for stations, the same authority recommends:—First, the climate should be temperate, and rather approaching to cold. The oil may then be discharged, coopered, and placed in store for shipment to England without serious loss from leakage. Second, the station should not be so extensive, or so situated, as to permit of the stores being plundered with impunity, in consequence of the offenders being able to make their escape to the other settlements. Third, it should possess safe, commodious harbours, and have a plentiful supply of wood and water. Fourth, it should have a soil capable of producing vegetables, and of feeding cattle; a supply of vegetables and fresh meat being indispensable. Fifth, it should lie to the south of the Line, in the Pacific Ocean, for two reasons; first, because the whale ships proceeding to the common whale fisheries on the coast of California would have to pass twice over the sperm whaling grounds, and, on an average of voyages, would only obtain fifteen tuns of sperm oil; secondly, because the vessels carrying the oil on freight to Europe would have a shorter voyage, and consequently the oil, after being coopered, would have to pass but once under a tropical sun. Sixth, the station should also be in the vicinity of places where vessels might readily be taken up to carry out to it, stores and provisions from thence, and others chartered to freight the oil to Europe; also where seaman might be procured when needed.

The equipment of one of these stations was as follows:—A pair of shears such as is employed in taking out and putting in ships' masts, to raise the immense carcasses above water, so as to place them convenient for cutting up; try works, with furnace for melting blubber; a storehouse furnished with supplies of slops, spirits, cord, canvas, etc.; together with from three to five well-built and well-furnished boats;—the total cost estimated at £1000 to £1200.

The scale of payment made to boat crews and station hands was the following:—Chief headsman, one-thirteenth; second headsman, one-twenty-eighth; boat steerer, one-sixtieth; boatmen, one-hundredth; cooper and carpenter, one-seventieth, or monthly wages to the last-named. The balance of the find belonged to the owner. These rates were based on New Zealand prices, not the prices realised in England.

Down to 1838-39 none of the owners resided permanently at the station. They were for the most part Sydney merchants. They visited New Zealand during the fishing season. After 1838 they were more accustomed to remain in New Zealand. They seem then to have operated from New Zealand, visiting Sydney periodically to dispose of the oil.

The prices charged station hands were excessive. Tobacco, got from the whalers at 6d or 7d per lb, was charged at the stations 3s 6d. Then they sold rum, which soon swallowed up any balance left, so that in effect the owners managed to swallow up the entire value of the take.

Rakituma (Preservation) was the first whaling station in Otago. It was established in 1829 by one Williams, of Sydney. That year it employed three boats and casked 120 tuns oil. In 1830 it employed four boats, getting 143 tuns. The three following years it employed the same number of boats, getting 152, 115, and 156 tuns respectively. It then appears to have changed hands; J. Jones and W. Palmer becoming proprietors. Three boats were employed in 1834, the yield 114 tuns; four boats in 1835, yield 176 tuns; and five boats in 1836, yield 170 tuns. The entire quantity of whalebone was 11½ tons. In round numbers these figures represented £1200 in New Zealand and £36,000 in England.

Awarua (Bluff Harbour), owned by John Jones, was in active operation six years between 1838 and 1843. To 1841 it employed two boats, the take being 55, 80, 65, and 60 tuns respectively. In 1842 it manned three; next year the number increased to five. The take did not increase: 67 and 60 tuns being the respective amounts.

Koreti (New River) had two stations operating in 1838. They were in existence only a short time—not more than one or two seasons. They netted between them 120 tuns oil and 25cwt bone. Joss and Williams owned the one, and Brown and Carter the other.

Aparima (Jacob's River) was, in effect, a re-establishment of the Koreti stations. Mr Jones bought up and removed the equipments of the latter, reconstructing them in the neighbourhood of Riverton. It commenced operations in 1839, and kept on till 1843. During that period it tried out 331 tuns oil, netting three and a-third tons of bone. The first year of operations it took 80 tuns, next year (1840) 101 tuns. The year following it lowered down to 60 tuns: 1842, 40; and 1843, 50 tuns. At the then current rates the total amount realised would be £10,000.

Toi-toi was in operation two years—namely, 1835-36. It was owned by Chasland and Brown. What brought the place into notice was a capture of 11 whales in 17 days. There being no casks at the station, the oil was lost. Next year the produce was 30 tuns of oil, whereupon the enterprise was abandoned.

Waikawa was started in 1838 by one Groce, a Sydney merchant. His take was 50 tuns. Getting involved in the financial troubles of the period, he was forced to abandon. Mr John Jones was his successor. The take was never at any time good. In 1839 it amounted to 40 tuns, and next year fell to three and a-half.

Tautuku was owned by William Palmer. It was in operation between 1839 and 1843. It casked in all 245 tuns—the first year of operation (74 tuns) being its best. Thereafter it represented 72, 53, and 36 tuns, getting as low as 10, in 1843.

Matau, at the mouth of the Molyneux, was also owned by Palmer, but never did much work. It lasted only one season—1838; the take being 25 tuns.

Taieri, owned by G. and E. Weller, lasted three years—1839 to 1841,—realising in all 93 tuns. The last year's take fell as low as eight.

Otakau was carried on by the same firm, between 1835 and 1839. Thereafter it was conducted by J. Hoare until 1841. Its entire take amounted to 1472 tuns oil and 15 tons bone.

Waikouaiti was in existence from 1837 to 1843. Owned first by Wright and Lang, thereafter by John Jones and others. Its take amounted to 448 tuns, with four tons and a-half of bone.

Moeraki was owned by J. Hughes; in operation from 1837 to 1843; casking a total of 441½ tuns.

[New Zealand and Sydney records are at variance with regard to some of these statistics. The latter state that Awarua, Aparima, and Waikouaiti ceased operations in 1843. A New Zealand record for 1845 has it that Waikouaiti, owned by John Jones, that year produced 40 tuns black oil and two tons bone. It employed three boats and 24 men. Bluff, owned by William Sterling, produced 12 tuns sperm, 26 tuns black, and one tone bone, employing three boats and 22 men. Foveaux Strait (Jacob's River), owned by William McKay, 23 tuns black and one ton whalebone; employing three boats and 22 men. The explanation probably is that after 1840 it became more of a local enterprise, independent altogether of Sydney, and Sydney would have no further interest in the record.]

MISSIONARYISM AND MISSIONARIES.

[The establishment of the theological system was a blending of parts in things sacred and secular. The early missionaries instituted churches, schools, and canonicals—they likewise conducted trade in flax, pork, and potatoes. Therein they did wisely; acting with due regard to subtle instincts in the savage mind. That sturdy churchman, the Rev. Samuel Marsden, was acute enough to see that in the native New Zealander he had a people capable of superior intelligence, and that the surest way of reaching their dormant faculties was, so to speak, through the medium of their sensuality. He led them to feel the material advantage of the new faith, assured that in so doing he would appeal to the higher instincts—tap the reasoning powers that govern cause and effect. Had these been carried on discreetly, we may infer from the general character of the native that New Zealand mission would have been one of the most successful. As it was, the “deceitfulness of riches” asserted itself. The extent to which the missionaries carried on trade became a scandal, and it is gravely asserted that in their mode of conducting it, they descended to degrading practices in the pursuit. Between them and the regular trader undisguised hostilities prevailed. The missionary denounced the trader in no measured terms. Invective of a similar nature on the part of the trader against the missionary is less frequent in the records. That is attributable to the fact that the missionaries were most influential in getting their complaints recorded. No doubt complaints on the part of the traders were equally rife, and equally bitter, although they have not in this way been preserved. We now know the missionaries, their heirs, and successors, attained a position in New Zealand, which shows they carried on the trade to great personal profit. Their family estates are, and were, of vast extent, and choice selection. Until within the past few years nearly every position of affluence and influence was within their patronage.]

The Rev. Mr Marsden seems to have detected the overweening spirit for trade. In an MS. dated April 20. 1820, in Sydney Record Office, he writes as follows:—The great difficulty experienced in establishing this mission has originated from civilised enemies, and from the missionaries having connection with the shipping, which has more or less tended to destroy that unity of spirit which is the bond of peace, and by their conduct to give just cause to the enemy to triumph. To do justice to Mr M—— and Mr ——, they have both been useful men in their respective stations, but I apprehend they would have been much more so had they not lost sight of their duty to the Mission Society, and to each other. Their bartering with the natives, and shipping muskets and powder, excited their avarice, and avarice excited jealousy, and both together destroyed all Christian love, and carried them so far out of their duty that they could not even meet at last to read the services of the church on Sunday. During my stay in New Zealand I experienced much distress from the misconduct of those employed on the mission. I have had great experience of missionaries for the last 20 years, and found them very difficult to do anything with.

However much Mr Marsden deplored this excessive trading spirit, he appears to have been powerless to check it. Eleven years thereafter, January 28, 1831, the Tasmanian, writing from information given by one Captain Briggs, of the *Dragon*, relates that:—The missionary vessels are occupied in an extensive, and it cannot but be, highly profitable trade, conveying from these and the other islands in the Pacific cargoes of pork, cocoanut oil, flax, and other articles.

In 1840 the lay secretary to the Missionary Society was closely examined by a parliamentary committee on these points. He was asked:—

Have you ever heard of any acts of trading on the part of the missionaries, of the nature of selling the produce of the land?—I think I have heard that such a thing has been charged upon them, but I have never heard of any such fact in any way that led me for a moment to believe that it was true.

You never heard of their exporting wool to New South Wales?—I have heard that fact attributed to them, but I confess I did not think it correct.

When did you first hear of it?—I could not charge my memory now with the source. I think it was in some printed publication. I should think, within the last nine or twelve months.

Has any step been taken to inquire into the fact by the Church Missionary Society?—No; there certainly has not, as to that particular fact.

In land jobbing, the Church Society's missionaries appear to have been large speculators. J. S. Pollock, in parliamentary committee, 1835-38, states:—"None have purchased land in such large quantities as members of the Church Mission." Referring to a conversation with one Baker, a catechist, Pollock was asked:—What do you think of Maungakahia? His reply was:—I said what a pity such a splendid valley as that should have so few settlers and Europeans. Baker replied: You must not say that, for I have got some land there. He admitted having as much as 2000 acres. He has a house at Kororarika, and land let at £10 or £20 a year near my settlement. Whether he has any land elsewhere I do not know.

The land acquisition part of the complaint was brought up, and dealt with at considerable length in Select Committee of the House of Lords, 1838; also Select Committee of the House of Commons, the year following. Allegations having also been made that the missionaries were opposed to Great Britain assuming the sovereignty, and desired the establishment of a native government, under missionary regulations and dictations. These were thrashed out in the annexed, being the examination of the lay secretary to the Society, by the last-named committee:—

We are possessed of certain portions, which were acquired when the settlements were formed, for the location of the necessary buildings for carrying on the object of the mission. Beyond that the society is not possessed of any land in New Zealand. There are considerable portions of land possessed by individual missionaries, but to what extent that may be the case is a question upon which we cannot give any decisive evidence. I am quite aware that a great deal has been said on that subject. I think I should perhaps best meet the views of the committee were I to hand in two papers which have been published by the Church Missionary Society explaining the state of the question, as far as its information enabled them to do so, and detailing measures which have been taken in reference to that subject. There have unquestionably been considerable purchases of land made by individual missionaries on their own account, which has been done on the ground of making provision for their children. The committee, as one of these papers states, recognised that as a legitimate proceeding up to a certain point. Their resolution speaks of a "moderate quantity" of land, as that within which the purchases of the missionaries for that object should be confined. That is unavoidably an indefinite description, but the circumstances of the case did not appear to the committee to admit of their making it more definite. With regard to the value of the purchases of land made by missionaries, that, of course, must depend in a great measure on the quality of the land purchased. The committee at present have no definite information as to what the description or quality of the land is. There are certain statements of the missionaries which would lead to the inference that a large part of the land so acquired by them is of little value; but, in order to set that point at rest, the committee, in February last (1839), sent

out a form of return, which they have required each individual who has made a purchase of land to fill up and return to them, which will bring out full particulars, both as to the quantity and value, which will enable the committee to form an opinion as to the character of the transactions in which the missionaries have been engaged in this respect.

The Chairman: Are you aware of any instance in which the quantity acquired by any individual missionary has appeared to the society to be excessive?—There is one case, which is fully detailed in the paper handed in: the case of Mr Fairburn, in the northern part of the northern island, where the extent of land, by his admission, amounts to 40,000 acres. The circumstances under which that land was acquired were peculiar. Two tribes in the neighbourhood were at war, and one principal cause of contention between them was this tract of land, to which each laid claim, and they felt that from its position it involved them in hostilities with each other; and when our missionary, Mr Henry Williams, was in this district endeavouring to establish peace, they said: "We shall never have peace between ourselves while this land remains, do you take it, and then we shall be at peace with each other." Mr Williams handed it over to Mr Fairburn, who is a catechist in that part of the island, and Mr Fairburn now holds it. It will be seen from a resolution which the Church Missionary Committee adopted respecting that transaction, they think Mr Williams' receiving the land under the circumstances was a legitimate proceeding; but they do not think the receiving of it by Mr Fairburn, holding it for his personal advantage, is a correct transaction; therefore they have directed he should either surrender all beyond what may be considered a moderate provision for himself, on the general principle I have mentioned before, to be appropriated to the benefit of the natives, in such form as might be thought advisable, or entirely relinquish his connection with the society; which is the only alternative in the power of the committee to propose to him.

Did both the tribes concur in giving the land to Mr Williams?—Certainly; it was stated in our communication that an adequate consideration was given for it, at least what they considered an adequate consideration. There has been nothing like a fixed consideration—it probably has been gradually varying as indications of the prospects of colonisation have become manifest in the island. I think five shillings per acre has been mentioned as the price paid for land by the missionaries. That amount was paid in goods, not in money.

It appears from communications received from the missionaries that considerable tracts have been bought by them in trust for the natives, and expressly with a view to secure the interest of the natives?—That is mentioned again and again, but there again our information is imperfect, and we expect returns sent for by our society will bring out that point, as well as others connected with these purchases. Still, I have no doubt, from the tenor of the missionaries' communications, that very large portions of the land acquired by them was acquired in trust for the natives, and are not the property of the missionaries.

Have you in your possession copies of instruments or deeds by which these reserves are secured to the natives?—I think I delivered them in to the Committee of the House of Lords. It is an instrument of a very imperfect nature as to strict legal force.

Have the missionaries in their intercourse with the natives any other than moral influence? Has any legal right of coercion or restraint been in any case conveyed to them?—None whatever. They have always stood on the ground of moral influence, and that influence which their character as religious teachers gave them.

Then you conceive Mr Busby was not correct in supposing that the missionaries desired to possess any share in the government of the country?—I am satisfied Mr Busby, of whom I wish to speak with the highest respect, from personal knowledge, was in that particular under an erroneous impression.

Has the society ever objected to the establishment of British authority in New Zealand?—The society never objected to the introduction of British Sovereignty with a view to the well-being of the natives. From the moment they became acquainted with the course which the Government took with regard to Captain Hobson, and the general instructions under which he was proceeding, they felt perfectly satisfied, and have remained perfectly quiescent with regard to all subsequent proceedings.

Are the committee to understand the Church Missionary Society have never objected to the establishment of British Sovereignty in New Zealand?—The course which the committee have been led to take with regard to that question is this: They were of opinion the disorders arising in New Zealand out of the settlement upon the island of British subjects of immoral character might be corrected by the interposition of the influence of Government. They therefore earnestly pressed that course upon the Government at Home that measures might be taken which, without interfering with the native rights of Sovereignty, might bring the influence of the British Crown so to bear upon the native chiefs as might at once put down those disorders, and gradually raise the state of New Zealand to a position in which it might be capable of sustaining its own native independence. That was the course originally pressed by the society upon the Government; and that course they continued to pursue until these disorders appeared to have arisen to a height, and the course of colonisation to be proceeding at a ratio when that species of application of the influence of this country would probably not meet the exigency of the case. Then, as the next alternative, it was the view of the committee that the interposition of British Sovereignty was requisite, vesting the whole responsibility of the proceeding in the Crown, in order to secure, as far as might be practicable, the interests of the natives under that arrangement.

Has not the Church Missionary Society directly, and in terms, objected to, and given reasons against, the establishment of the Sovereignty of the British Crown in New Zealand?—On the hypothesis that, at the time that reasoning was employed, it was practicable to reach the substantive object of putting down the existing evils by the interference and influence of the Government on the supposition that that was practicable, they both did, and, I presume, still would, object to the interposition of British Sovereignty.

To ascertain how far the particular objection was hypothetical, I will read an extract from your evidence before the Committee of the House of Lords. You there stated: "The grounds on which the Committee of the Church Missionary Society have arrived at the conclusions stated in the resolutions are briefly these: that to acquire Sovereignty in that country would be a violation of the fundamental principles of international law, New Zealand being, to all intents and purposes, an independent State."—I perfectly recollect that.

You conceive that to be consistent with your present representations?—Yes, on the presumption that British influence or interference could effect the object; it was the wish of the committee that the native independency should be preserved, and I conceive that all I have said is in perfect consistency with what I stated to the Committee of the House of Lords.

Can you state at all the actual number of acres the Church Missionary Society occupies which are not employed for its own immediate purposes?—No; but I should say it is certainly a small quantity.

Has the society any farms?—It has one farm at Waimate, established with a view to promote agriculture among the natives, and at the same time provision the mission. I should say it does not exceed 300 or 400 acres. The other portions of land are sites for several mission stations—for buildings and houses and gardens, and places of that kind for the mission, but not in the nature of farms.

Do you think the society has any other patch of land so large as that farm?—Certainly not.

Do you know what is the process through which they acquire those lands. Is it by treating with the chief on behalf of the tribe, or treating with the chief as being the individual proprietor?—I am not cognisant of the fact, but I think they treat with the individual who is supposed to be the real proprietor; but there is sometimes great difficulty in ascertaining who is so. In reply to that question I might read part of a letter from the Rev. R. Maunsell, one of the missionaries in the southern part of the island, which takes up the point who has the right or power to convey land—it is a letter of the 28th of December: “There is one point of very great importance not only on the score of justice, but also as affecting the future peace of the settlers—viz., the precipitant manner in which land is purchased. As I stated before, the land does not, generally speaking, belong to one individual, but chiefly to the tribe. Often there will be only one main proprietor, or ‘take-root,’ as they dominate him; but if he be not a chief of rank, the head man will take upon him to dispose of the spot. Often, and more frequently, there will be many ‘takes,’ and one of them will sell without consulting the others. They, in their simplicity, take no proper steps to resist; the European, the grand object of their desire, comes to reside, the thing is hushed up, and they lose their land. There are other difficult points connected with this question—e.g., a tribe will give a spot of land to another, either as a marriage portion or to induce them to reside, etc. The former are still ‘takes,’ but the latter may, if they like, sell, though they generally hand over the payment to the former, reserving for themselves the honour attendant on transfer. The latter again, if they be powerful, will sell without consulting the former; all being regulated by the relative power of the two parties; at the same time, I consider that to a valid document both parties’ names should be attached. Neither is it a difficult matter to satisfy the others when the main ‘take,’ if he be a man of rank, has given his consent.” It would appear, therefore, from Mr Maunsell’s statement, that there is considerable difficulty often in knowing who is the party legally to be treated with, though I should infer, from the comparatively accurate knowledge which the missionaries must possess, that they would purchase of the person who is legally entitled to the land.

Replying to other questions, the witness said: They had had a large missionary establishment in New Zealand for a considerable number of years. It had been one of their most important stations; they had had constant communication with their missionaries as to their position and wants, and as to any fact which, in their judgment, would affect that position in the island.

That communication was constant and without reserve?—It had been more frequent of late years than it was earlier, but they had no reason to suppose that it was other than perfectly unreserved.

Examination continued.—Had you any information before the question was mooted in the debates on the occasion of the introduction of the New Zealand Association Bill, of the purchase of land by your missionaries; were you aware of the fact?—I think not; to the best of my recollection that information arrived at a subsequent period.

So that the missionaries had given you no information at all as to having made land purchases?—They had not given the information required by the regulation of the committee. The resolution was: “That under the peculiar circumstances of the New Zealand Mission the committee are of opinion purchases of land from the natives, to a moderate extent, should be authorised, as a provision for their children after they were 15 years of age; the nature and extent of the purchase to be in each case referred to the committee for their sanction, after having been considered and approved in a meeting of missionaries.”

Was that resolution posterior to the arrival of the information or anterior?—Much earlier; it was as long as 1830.

Then they had been already authorised to make purchases as a provision for their children?—To a moderate extent.

Without defining the extent?—Feeling it impracticable to define it. Immediately upon those revelations of very large purchases having been made, instructions were sent to New Zealand by the committee and questions put to the missionaries as to the real state of the case. This question, then, was agitated in 1838, the period when the New Zealand Bill was brought into the House of Commons.

Have the committee received definite and complete assurances to all those questions of inquiry?—We had not, which led to the adoption of one of the papers containing the most precise instructions upon the subject, and with regard to which time has not yet elapsed sufficient to receive a reply.

Upon so important a point, where one might suppose, from their appearing not to have followed strictly their instructions, their characters were more or less involved, at least their position as officers of the society, can you account for their not having given you the earliest information possible?—I cannot. It is a matter of regret to the committee that they have not followed instructions.

Have the committee received any answer from Mr Fairburn as to his purchase?—Time sufficient has not elapsed to receive an answer. He has given an answer which admits the quantity of land in question being 40,000 acres.

But he has not stated whether he was ready to give it up in case the Missionary Society should not approve of his holding it?—No; time sufficient has not elapsed for him to give an answer to the matter as put with that motive in the letter.

The original wish of the Missionary Society in 1838 was that New Zealand should be gradually brought into a fit state to govern itself by native laws and native authority, and that it should consist of the native population and the society? You stated that one of the means taken by the society to enable missionaries to support their children was by allowing them to purchase a certain quantity of land. What do you conceive would have been the position of a large number of white persons born in the island, and remaining in the island, with property there, and looking forward to their possessions for their support when subjected to native laws and native usages? Do you suppose that state of society could have existed?—If the course suggested by the committee had been found a practicable one, of course it would have produced a state of society to which they might have submitted without any degradation or inconvenience. If it had not produced such a state of society, it obviously would have failed of the end designed by the arrangement.

So you think their existence in the island was possible in that state of things which you yourself were anxious to bring about?—I should say it was, but with this addition: my opinion is that, as far as the missionary body and those dependent upon them were concerned, they were in a state of sufficient safety and security, without any positive law to protect them, by means of the legitimate influence which the missionaries acquired with the natives.

You stated that land had been bought in trust for the natives. In what manner are those trusts arranged?—are they formal trusts?—Judging from the document to which I have referred, they are formal to a certain extent; but being drawn by persons who are not lawyers, I apprehend it is very doubtful what the legal operation of such instruments would be.

Have copies of these instruments been sent to the society, and are they such as to define what the quantity and nature of those lands were, and to prevent any possible suspicion resting upon the missionaries of their ultimately employing them to their own advantage?—They have not; but they have been called for by the form of the return appended to one of those papers. We have only the assertion of the missionaries on the point, and have no documentary evidence in support thereof.

[The introduction of Christianity into New Zealand was brought about as follows:—Tippa-he, of the whalers, being Te Pahi in Maori history, visited Sydney in 1805. He met the Rev. Samuel Marsden, then Colonial Chaplain, who for the first time entertained the idea of missionary enterprise being extended to New Zealand. Shortly afterwards the chief died, and was succeeded by Duaterra or Ruatura, who afterwards visited England, and also came in contact with Mr Marsden en route back to Sydney. In 1810 Mr Marsden made first formal proposal to the Church Missionary Society, and in 1814, in company with Messrs Hall, King, and Kendall, visited New Zealand, sailing from Sydney in the *Active*, 110 tons, November 19 of that year. During his stay in New Zealand Mr Marsden concluded a bargain for the sale of land for missionary purposes. It is an unique document, the first of its kind on record. It is dated 24th February, 1815, and is filed in the Record Office, Sydney. It reads as follows:—]

Know all men to whom these presents shall come that I, Ahoodee O Gunna King of Rangee-Hoo, in the Island of New Zealand, have, in consideration of twelve axes to me in hand, now paid and delivered by the Reverend Samuel Marsden, of Parramatta, in the territory of New South Wales, given, granted, bargained, and sold, and by these presents instrument, do give, grant, and bargain and sell unto the Committee of the Church Missionary Society for Africa and the East, instituted in London in the Kingdom of Great Britain, and to their heirs and successors, all that piece and parcel of land, situate in the District of Hoshee, in the Island of New Zealand, bounded on the south side by the Bay of Tippona, and the Town of Rangee-Hoo on the north side by a creek of fresh water, and on the west by a public road, into the interior, together with all rights, members, privileges, and appurtenances thereunto belonging, to have and to hold to the aforesaid Committee of the Church Missionary Society for Africa and the East, instituted in London, in the Kingdom of Great Britain, their heirs, successors, and assigns for ever, clear and freed from all taxes, charges, impositions, and contributions whatsoever, as and for their own absolute and proper estate for ever. In testimony whereof, I have to these presents, thus done and given, set my hand at Hoshee, in the Island of New Zealand, the twenty-fourth day of February, in the year of Christ, one thousand eight hundred and fifteen.

Signatures to grant:

THOS. KENDALL,
J. L. NICHOLAS.

Tattoo outline, to which the grantor set his mark in a badly outlined X.

An MS. in Sydney Record Office states:—The first school was opened in New Zealand at the Bay of Islands in August, 1816, with an attendance of 33 children, which in October increased to 51, and 70 at the close of that year. Their ages varied from seven to 17 years. In social condition they varied from the sons of chiefs to slaves, the number of boys and girls being about equal.

On Monday arrived from the Marquesas and Otaheite the ship *King George*, belonging to Mr Joseph Underwood, with a cargo of sandalwood and pork. In her way up the vessel called at New Zealand, and brings from thence Mr Carlisle, who assists Mr Kendall in his labours of instructing the natives, and who has brought with him a drawing of our at present small settlement at the Bay of Islands, which contains several houses, erected for the accommodation of the missionaries and the mechanics who accompanied them. Mr Carlisle gives us the information that the natives there are also in a very improving way, the school being daily attended by nearly 60 young persons, many of whom

begin to read and spell, and are all very attentive to some Gospel passages which have been printed in their own language. Since the formation of the missionary establishment the spirit of contention among the different tribes, which had formerly been productive of the most calamitous consequences, has so happily declined that barbarous conflicts are no more considered as a necessary policy, and the inhabitants of distant places visit one another and interchange their wishes of an amicable intercourse. They are also extending the means of life which industry affords by attending to the culture of grain and vegetables, with which their new friends have acquainted them.—Missionary Records, 7th December, 1816.

The Reverend Mr Kendall appears to have had an eventful career. He remained at the missionary establishment six years. March 2, 1820, accompanied by Honi Heke, he visited England, where he remained for a few months. Sydney Customs Records, July 11, 1821, reports:—Arrived from England the ship Speke, M'Pherson master, with 150 male prisoners; having lost two on the passage. Amongst the passengers are Reverend Mr Kendall, church missionary, and Shunghi (Hongi), and Wytakoo (Waikato), New Zealand chiefs. He is next mentioned in the Sydney Gazette, April 14, 1825, on which occasion the affairs of the mission are spoken of in the following gloomy terms:—Recent information bids us report that the idea of colonising New Zealand is altogether abandoned. A needy adventurer or two attempted to effect certain schemes in London, but for want of resources being sufficient their arrangements were necessarily relinquished, and the new colony ended in a bottle of smoke. Mr Kendall has returned from New Zealand, having embarked on board some ship with his family for South America. Thereafter he seems to have returned to Australia, where he ended his career under the following circumstances, detailed in the Hobart Town Courier, September 7, 1832:—"It is with deep regret that we have to announce the loss of the schooner Brisbane, belonging to the Reverend T. Kendall, together with all on board, consisting of that gentleman, Mr Florence, the surveyor, the captain, and the crew. A letter was received in town yesterday from Mrs Kendall announcing the melancholy event. It seems that about a week ago the little vessel, freighted with cheese, cedar, and other articles, to the value of nearly £200, left Mr Kendall's farm at Nulladulla, bound for Sydney, and two days later was found by some of the native blacks capsized in Jervis Bay. These are the only particulars we have yet been able to learn. The Rev. Mr Kendall, who has been thus so suddenly cut off, was one of the first and most indefatigable missionaries to New Zealand. He arrived in the colony so early as the year 1814. He afterwards returned to Europe, and visited South America, where he officiated for some time as chaplain to one of the foreign ambassadors to the Columbian States. Subsequently returning to this colony, he resumed his missionary labours at New Zealand, and acquired such a knowledge of the language of the natives of that interesting country as enabled him to publish the first, we believe, grammar of the New Zealand tongue. He was much respected by a numerous circle of friends, by whom his sudden and awful death will be deeply regretted."

Meantime the Rev. Mr Marsden was encountering troubles in connection with the mission. He was shipwrecked at the Bay of Islands in the ship Brampton, Moor, master. Sydney Customs of date July 22, 1823, records the arrival of the Brampton, from Ireland, with male prisoners, adding that she sailed again for New Zealand on the date mentioned, where she was subsequently lost. In December thereafter Sydney Gazette gives the following particulars of the wreck:—"On the 7th September this fine vessel, with the Rev. Samuel Marsden and many other passengers on board, got under weigh from the Bay of Islands, in Karadaka Bay, to return to Port Jackson. When the anchor was weighed the wind was at east, but upon clearing the heads the wind drew round to the

northwards and became squally. This induced an attempt to work out of the bay. Two boards were made, but the third time the ship missed stays; the sails then filled, and a second time she missed stays owing to a heavy gust of wind from off one of the valleys. The mariners perceiving there was not room to clear a reef that lay to leeward, the anchor was dropped in six fathoms water; the sails were then lurled, and the ship made as snug as possible. This was about a mile from land, on the west side of the bay. In half an hour after the wind increased to a gale, and the ship began to drive. The second was let go, which brought the ship up; and, upon sounding, only three fathoms of water were found. An anchor of 500cwt was then sent out on two warps, and a coil of 6in shroud-laid rope, which was dropped in seven fathom water; it being hoped that at high tide, if the gale moderated, the ship would be got out into deep water. The boats were then sent out to sound, and three fathoms were found round the vessel to the length of two cables, the bottom rocky and about half ebb. At low water it was ascertained that the fore-foot was started in about two and a-half fathoms, but then making no water. On the half ebb at next tide the ship first struck, the gale still increasing, with a tremendous sea. At 1 in the morning of the 8th she struck fore and aft, and, although every precaution had been taken to lift the rudder, which was accomplished as far as circumstances would allow, it became unshipped from the violence of the striking. About 3 it was found the pumps could not keep her free. At 6 the best bower cable parted, and the fluke of the chain anchor gave way. The ship was then hove by the violence of the sea on the rocks, which made fair breaches over her till the tide receded. To ease the vessel the foremast was cut away and every prudent step adopted in such dreadful exigency to save the ship as well as the passengers and crew. Though the vessel was necessarily abandoned in a totally wrecked condition, we are happy to announce that no lives were lost on the melancholy occasion, all hands getting safe to land. Every article of value was secured. The natives rendered the most effectual aid to the passengers."

Hobart Town Courier, December 6th, 1828, writes:—"It is with great pleasure that we learn that that most excellent man the Rev. Mr Yate, the church missionary, whom we had the pleasure of seeing and hearing on his arrival from England in our Church of St. David last year, is going on prosperously with his most important and interesting work in New Zealand. The warlike and sanguinary chief Hongi, who has so long kept that country in a ferment, died at Whangaroa about six months ago. Some time before his death he received a wound in battle which considerably curbed his sanguinary schemes and deprived him of much of that predominating influence with which he so often swayed the native tribes. His sway at the time of his death was so completely gone that not a single slave was murdered as a satisfaction to his departed spirit. For it is the custom in New Zealand to kill and eat a number of slaves whenever a chief dies, the business of slaying them devolving as a matter of privilege to the nearest relation or friend of the deceased. They suppose that the spirit of the chief, when it quits the body, is carried by the spirits of the slaves to a place called Te Reinga, where it sits in peace, eating fern roots and potatoes, and that unless a number of slaves were killed at the time of his death, his discontented spirit would haunt the neighbourhood until it entered the body of a great fish, which would raise a storm and destroy them."

In "Notices of New Zealand from the Original Documents" (1832) Busby reports:—"In the Church Mission stations of Rangiliona, Renken, Paihia, and Waimate, there are under a regular course of education about 300 New Zealanders whose average age is 16 years. When the hours appointed for instruction in reading, writing, and accounts are expired, the greater number of these

natives are employed in the mission, some in building, others as carpenters, and others in general labour. There are three substantial chapels, capable of holding from 200 to 300 each, in which services are held three times every Sunday, and always well attended.

The Wesleyan New Zealand Mission was instituted in the year 1821, of which we have the following record:—By the arrival of the ship *Caroline*, from England, we are happy to inform the friends of the Rev. Mr Leigh, of the Wesleyan Mission in this colony, that that gentleman, who returned to Europe in the *Admiral Cockburn* in March last, had not only reached England in safety, but is now perfectly restored to health. Mr Leigh has written by this opportunity, wherein he expresses his intention of returning almost immediately to this part of the world, and will bring with him as companions in his arduous labours seven other gentlemen as missionaries, who will be perfectly qualified for their several important duties. Two are intended for *Tongatahoo*; two for the *Marquesas*; two for *New Zealand*; and one for the aboriginal natives of *New Holland*.—*Sydney Gazette*, 6th January, 1821.

Arrived 16th September, 1821, per *Brixton*, from London, Rev. Samuel Leigh and Mrs Leigh and the Rev. William Walker. Mr Leigh is about to proceed, accompanied by other missionaries expected from England, to *New Zealand*, where he intends forming a missionary settlement somewhere about *Mercury Bay*. He then proposes to take with him one or two colleagues to some one of the *Friendly Islands*, and, having assisted them in opening friendly intercourse with the natives, will return to *New Zealand*, and prosecute his mission in these highly interesting islands.—*Missionary Society Records*, 16th September, 1821.

In a document transmitted to the Wesleyan Mission Committee, dated May 26th, 1821, we read:—"One missionary is to be sent to *New Zealand*, Mr Leigh having paid a visit, in the course of last year, to that country, and, finding a strong disposition in the native chiefs to encourage the labours of missionaries among them, at a distance from the settlements of the Church Missionary Society, Mr Leigh is, by his own desire, removed from *New South Wales* to this important station, where the protection of the principal chief has been promised. This and other favourable circumstances for the introduction of Christianity among this fine and intelligent race of savages has induced the committee to appoint a second missionary to accompany him. The estimated cost of this mission is £500 per annum." The Rev. J. Bucham, secretary to this mission, explained in Parliamentary Committee (1838):—"Building chapels and ground for the missionaries to live in is what this society means by wanting land for missionary purposes. We strictly prohibit our missionaries from being proprietors of land. We have no land but simply for missionary purposes. The Wesleyan missionaries have not purchased any land for themselves. They are strictly interdicted by our regulations from engaging in any secular employment or purchasing land.

The Rev. Mr Leigh comes hither for the purpose of recruiting his health, having been very ill for many months past. The Rev. Mr White also revisits *New South Wales* by the same conveyance, intending to return almost immediately. The Rev. Mr Turner, with Mr Hobbs, remains on the station in active and abundant employ. Of all the missionary fields in the South Sea, *New Zealand* has been considered, from multiplied untoward circumstances, the most uninviting and barren; but that this is no longer the case the Christian mind must feel thankful. Mr White, at the monthly missionary prayer meeting in *Macquarie street* on Monday evening last, related facts that gave birth to hopes of the most flattering success; and which, with all their unborrowed simplicity, only

tend to enhance the matchless value of that sure word of prophecy, which goes to declare that "All shall know the Lord, from the least to the greatest." The Wesleyan Mission, as before noticed, is stationed at Whangaroa, and is under the peculiar patronage (if such it may be termed) of George, the chief who cut off the Boyd; his daughter, a pretty little girl, nearly as fair as a European, is consigned to the care of Mrs Turner. This chief has two brothers of the same rank with himself, but George has the preponderating influence. He wishes for nothing more cordially than a reconciliation with the commanders of vessels, who are very tenacious of any expression of friendship from a chief so much dreaded. The reluctance of captains to visit Whangaroa evidently produces much anguish in the bosom of George, who was instigated to the destruction of the Boyd and her ill-fated crew by the cruelty he met with on board that vessel while on his return home from this colony. The New Zealanders were loth to believe that the gentlemen of the mission came among them merely for their good, and that they were not influenced by secular motives. As penetration is not one of the least qualities they possess, a few weeks assured them that their present, future, and eternal good, and theirs only, was the motive which prompted the missionaries to sacrifice all the benefits and blessings of civilised life and venture among the habitations of cruelty and cannibalism, and this was a point of no small moment gained. Reason and analogy, doubtless directed by a superior power, constrain the mind of the New Zealanders to bend to their superior dictates and acknowledge her darkness and ignorance. They confess that their god is a bad god, but that our God is a good God. For natural genius they yield the palm to none, and they are in the possession of capabilities that only need the fostering power of the Gospel to properly develop. The mission station is delightfully situated upon the borders of a serpentine fresh water stream that communicates with the river which empties into the ocean by means of a small canal. Villages of natives surround the station, and there is little difficulty in procuring a willing congregation in that part of the world. Numbers of children are now in a course of instruction. Mr White says that it used to be the practice of paying or rewarding the children for receiving instruction. This custom, so obviously unwise, was at once repressed at Whangaroa. The little ones were in the habit of soliciting payment for allowing the missionaries to teach them, and a denial was followed by a threat to abandon learning. They were then asked who were to pay the missionaries for leaving their native country, friends and everything of value, in order to come among and instruct them in that which only concerned their welfare. This reasoning, with God's blessing, at once proved resistless, and ever after the children were in the habit of flocking together for the purpose of being taught. This was another important obstacle overcome. The chiefs are highly delighted with the settlement of missionaries on their shores, and it is admitted by them that they themselves may not come to a proper knowledge of the true God and the other grand truths of the Bible, but that their children will arrive at the possession of those inestimable blessings they have not the least doubt, and with this view they are anxious for the furtherance of the Gospel. And here is a third point accomplished. We might enter into particulars that would be very entertaining, but shall waive them for the present, it being our motive now to show that New Zealand is at length likely to embrace the Gospel, and may be expected to vie with the Tonga Islands. Whoever may live to see the day that missionaries have been established upon the islands of Tonga and New Zealand the same number of years as that among the Society Islands, will be able to ascertain that the same quantum of good has been effected. Otaheite and the other islands, 15 or 20 years ago, were much in the same situation as New Zealand has been hitherto; and yet who is there in the Christian world at this period, upon looking at those once distracted and abandoned islands, but what will exclaim with astonishment, "What hath God wrought?" The gentlemen and members of the Church Missionary Society contributed not a little to promote the objects of their Wesleyan brethren in affording them, upon all occasions, the most prompt and unsolicited assistance. Furthermore, the Church

Mission in New Zealand is gradually making way against the many oppositions that had existence in various unhappy sources, and that an abundant harvest will repay the toils and hardships of those men of God that have continued steadfast and unmovable in the cause in which they embarked. The dreary gloom of midnight horror is dispersing at the manifestations of the Son of Righteousness.—Sydney Church Records.

The Wesleyans and church missionaries in New Zealand occupy their leisure time in ship building. They have already built several fine vessels, and a ship of 400 tons is now ready to launch.—Tasmanian, 5th March, 1830.

There is no subject so little understood in England as the real effects, as such affect, the temporal happiness of mankind (newspaper inquiries can go no further) of a missionary system. There is no profession, trade, or calling (and that of the missionaries to the heathen is the most perfect amalgamation of the three, which can be imagined), the temporal benefits to the human race derived from which are of so decidedly doubtful a character (those derived by the missionaries themselves excepted) as their own. The Rev. Mr Bedford, in his admirable sermon on Sunday morning described knowledge as the means of enabling man to act usefully. We agree with him entirely in his definition of that comprehensive word. We are now about to show to the people here, and more particularly to the people of England, who, being further removed from "the stage" view, the "scenery, machinery, decorations, and the whole performance," less clearly than do those of these colonies, who, from their daily increasing intercourse with New Zealand and the other islands in the Southern Pacific, begin now, tolerably well, to understand the advantages derived from missionary vessels, and are, to the great annoyance of their reverend competitors, trenching a little upon their hitherto prerogative right, in preaching and in powder, in Bibles and in balls; we are, we say, about to exhibit a faithful representation of the actual state of things in New Zealand, and of the effect which the missionary trade has upon civilisation in the interesting islands known under that name. As our account will be calculated to excite a somewhat rather extraordinary sensation in England, we think it necessary to state that we derive it from persons of established veracity, who have very recently witnessed all that we are about to relate. One of them, Captain Briggs, formerly owner and commander of the Admiral Cockburn and other ships, has just returned from the islands in his own vessel, the Dragon, is a man so well known to the mercantile world in England that his authority will be considered unquestionable. New Zealand is a country composed of two large islands, extending together from latitude 34 to 48 south, and separated by a passage from 15 to 20 miles wide called Cook Strait. The southern of these islands appears to be in many parts mountainous and barren. The northern island is much more favoured by Nature. The soil is rich, and every valley possesses a rivulet of excellent water. The climate nearly resembles that of our own. The winters are much milder than those of Great Britain; the summers not hotter; and it is found that every kind of European grain, plants, and fruits flourish with the utmost luxuriance. As may be imagined, in such a country the people are a remarkably fine race—the men, speaking generally, perhaps the very finest on the face of the earth. From 6ft to 7ft in height, their forms of the justest symmetry. The women are equally well formed and of very beautiful features. These are the personal characteristics of the whole people of both islands, which are very thickly inhabited; and as the natural production of population might have been productive of considerable evil, a Malthusian attention thereto has most kindly furnished them with the means of checking it by the happy inspiration of the instruments of European warfare; so also an insatiable desire for rum and tobacco. These two refinements, unknown to these savage heathens until their commerce with European Christians, have also tended very materially towards this most desirable end. That part of the islands, where the events we are about to re-

late took place, is at the southern extremity of the northern island, a beautiful country, possessing important rivers and harbours and every other natural advantage. The natives there congregate in numbers of from 800 to 1000 under the authority of some influential individual who possesses, we apprehend, a sort of legitimate hereditary chieftianship. At that part of the northern end to which we now refer there are two of these sovereigns—the one is named Hecho, the other Robullah. It does not appear that these names are patronymic they appear to be rather titulary, inasmuch as the article “The” is always prefixed to them. Thus they are designated as “The Hecho” or “The Robullah.” As is the case in all other parts of the world, Christian even more so than heathen, the people are engaged in frequent wars. Upon these occasions all prisoners who are taken become not only slaves to the captors, but their lives are only held by the uncertain tenure of the pleasure of the owner. The chief Hecho has 600 or 700 of these unfortunate people. Most of the chieftians of both islands have paid more than one visit to Sydney, generally in some one of the missionary vessels, who are occupied in an extensive, and it cannot but be a highly profitable trade, conveying from these and the other islands in the Pacific cargoes of pork, cocoanut oil, flax, and other articles. When a ship anchors in any of the bays, the chief, attended by a numerous body of his department, goes on board immediately. His first operation is to examine the strength of the vessel, as to her means of offence and defence, and this is not done with a view to petty thieving, which is considered a matter of course to practice, but to the ultimate capture of the vessel herself, if such appears to be practicable. They appear to possess some of the very worst propensities with food. They consider human flesh the sweetest and most delicious of all possible food. So regardless are they of human life that they are in the habit of continually murdering their slaves for the slightest fault. Captain Briggs was witness to a young female being put to death merely for refusing to perform some menial office required of her, and he himself saved the lives of two young men (who had run away from their owners for fear of being murdered for some trifling offence) by purchasing them for a few pounds of gunpowder and some fish hooks. Having given our readers insight into the progress of civilisation, effected by the missionaries during a period of upwards of 20 years’ residence at these naturally high favoured islands, we shall now state how far their efforts have succeeded as respects the conversion of these people from their heathen habits to Christianity. There is not one single man or woman in the whole country who has really, and in perfect sincerity, renegaded from the native idolatry! They have now, as they have ever since the discovery of their islands by Europeans, a God, a Devil, and a Spirit. They fear all, but they love neither. They have no religious principles whatever; neither are they, perhaps the only good trait in their character, very much subject to the infirmity of being priest-ridden. They have a description of female priests, whose occupation will be better understood if we apply to them the term witches. Captain Briggs mentions one of these whom he saw, named Anonghie, as the most beautiful woman in the country. It is remarkable that the word “Taboo,” which implies being rendered sacredly impervious to all touch or communication, is common to all the islands in the Southern Pacific, from New Zealand to the Sandwich Islands. When a chief takes a wife she is tabooed, and inconstancy on her part is death to her and her paramour. Any man can taboo his house or his land by some trifling present to the chief, and the violation of it is death. When any of their slaves die their bodies are given to be eaten by the pigs. If their children die under a certain age the bodies are put into a sort of trough, covered with a mat, hoisted upon a pole, about 6ft or 7ft high, where they are left to moulder away. When the chiefs die a natural death their bodies are burnt with much ceremony. Their ordinary burial places are so strictly tabooed that it is next to impossible for even a stranger to penetrate into them. They express excessive joy or grief in the same manner, by inflicting severe wounds upon themselves with the sharp bone of a fish until the blood runs down in torrents. The females frequently exchange infants with each other, and a mother whose infant dies before it is weaned will frequently replace

it by a young seal or puppy, both of which animals have been nursed by women. In a word, their habits are exactly as they were when they were first visited by Europeans, with this exception, that they have now firearms in general use throughout the whole island, and the work of human destruction goes on with proportionate increased activity. The chiefs now begin to take a wider range in their desire to obtain the most powerful and effectual instruments of death. They know the superiority of cannon over musketry, and they express an anxious desire to be furnished with these formidable engines, well knowing that the possessors of such will be enabled to obtain a greater quantity of their favourite food by the increased means thereby afforded them of carrying death and destruction in whatever direction their appetite and their vindictiveness may carry them. This is the only effect of their communications with Europeans which yet appears. We should like to hear the most bigoted of the whole body of missionaries justify this. It will require more than ordinary missionary ingenuity to attempt it.—*Tasmanian*, 28th January, 1831.

We have heard a great deal on various occasions of the savage cruelty and cannibalism practised by the New Zealanders in their battles with each other. The accounts, however, which reached us some time ago of *The Robullah* have been proved to have been much exaggerated, and the great success of the missionaries, especially those under the Rev. Mr Yate, shows that this interesting people is of the most pliant character when kindly and rationally dealt with, and that they may, without much difficulty, be converted to civilisation and Christianity.—*Hobart Town Courier*, 28th January, 1832.

[The two chiefs referred to in the foregoing as "*Robullah*" and "*The Hecho*" are the names given by the Vandemonian to *Te Pehi* and his nephew, the noted *Te Rauparaha*. How the misnomers came about is not known. They cannot possibly be mispronunciations of the real names, and it is singular that they were confined exclusively to the Vandemonia. Sydney traders had a good deal of intercourse with both chiefs, but they never once alluded to them by these names.]

Maunganui, February 17.—Entered into Whangaroa a brig from the southward, supposed to be the brig *Alexander Green*. About 300 natives have left the Bay of Islands this last month for the war at Tauranga, at the southward, and not less than 100 natives have left their different villages on the same account. The missionaries have been obliged to defer establishing a mission at the northward in consequence of the war, and Mr Henry Williams, with his usual alacrity, accompanied by Mr Chapman, has hastened to the scene of action to stop, if possible, hostilities. I fear the result, as the captain of a vessel sailing out of Sydney has, it is said, for a little remuneration in flax, taken *Titori*, a principal chief, and many of the natives to the scene of action. The ship *Nancy Williams* is loading with spars at the River Thames. No vessels in *Shuikianga* (*Hokianga*) River.—*Hobart Town Courier*, 29th March, 1833.

Sailed: For New Zealand, *Samuel Winter*, Robertson, master. Passengers: Rev. and Mrs Mason and others.—*Sydney Shipping List*, 22nd October, 1839.

So little sensible success had been vouchsafed to the labours of the missionaries that they, apprehensive the committee at Home would break up the mission, and Mr Hobbs wrote praying that if such intention were entertained he would at least be allowed to remain in order that he might make further trial.—Coates and Bucham in Select Committee.

On Monday H.M. brig *Pelorus*, 16 guns, Harding, returned to port with Bishop Broughton, who, it will be remembered, proceeded on a pastoral visit to Norfolk Island and New Zealand. She arrived at the Bay of Islands on the 21st December, and sailed on the 11th January for Norfolk Island, from which she sailed on the 1st inst., making a speedy passage of six days. The Governor

Philip had arrived at the island with the new commandant, Major Bunbury, who succeeds Major Anderson, making a passage of eight days from Sydney. Captain Gunton (of the 50th) and family returned in the *Pelorus* to Sydney, being relieved by Captain Gulson, who accompanied Major Bunbury, in command of the troops in charge of the convicts. The *Clarkson* sailed from New Zealand on the day following the arrival of the *Pelorus* (22nd December) towards the line; she had then 400 barrels on board. The master of the *Elizabeth* and three of the passengers from the port fell victims to the influenza, which was raging in New Zealand with great violence, especially among the natives. During the stay of the *Pelorus*, Mrs Wilson, the wife of a missionary, died of the complaint. Mr Williams, the head of the mission, had been absent on a missionary visit round the coast, and returned from Tauranga in the beginning of January. The native tribes were generally tranquil, but one dreadful massacre had occurred. A tribe from the Bay of Islands went on a visit to another tribe settled to the eastward, near the Thames River. They were suddenly attacked by an intervening tribe, who slaughtered every soul, amounting to 60 in number, and devoured them. Previous to the arrival of the *Pelorus* at Norfolk Island a vessel had not been seen for two months. The people at the island were healthy. The *Pelorus* sighted a vessel, supposed to be the *Alice*, off Howe's Island on her way to Sydney.—Hobart Courier, 1st March, 1839.

A robbery of a strange and unaccountable description was detected by the Rev. Mr Marsden on the eve of his departure for New Zealand. A silver cup, packed in a case, English price 50 guineas, was transmitted by the Somersetshire, addressed to Lieutenant-colonel O'Connell, to the care of Mr Marsden, in case of his having left the colony. A few days after the ship arrived the case was brought on shore, with other packages and small boxes, and deposited in the P.O., where it remained three or four days, and was sent by a passenger boat to Mr Marsden, at Parramatta, where, after remaining a week or more, the box was opened, and instead of the silver cup, of which advice had been received, it was found to contain nothing but a quantity of straw and a stone.—Sydney Police Records, 19th November, 1814.

It is very remarkable that the New Zealanders attribute the creation of man to their three principal deities acting together, thus exhibiting in their barbarous theology something like a shadow of the Christian faith. What is still more extraordinary is their traditions respecting the formation of the first woman, who, they say, was made of one of the man's ribs, and their general term for 'born is heree, or, as Professor Lee gives it, uire, a sound bearing singular resemblance to the Hebrew name of our first mother.—Library of Entertaining Knowledge, 1814.

THE TRAFFIC IN STRONG DRINK.

[The extent to which rum and other strong drink entered into the early economies, reads like a parody on our latter-day prohibition and publichouse restriction movements. Captain Cook rewarded one of his sailor lads—a sharp-eyed youth named Nicholson, but who for brevity was dubbed Young Nick—with a jorum of rum for being first to discover land on the New Zealand coast. As outcome thereof we have Nick's Head at the entrance to Poverty Bay. More striking still, the head centre of New Zealand administration, about the year 1806, had its fiscal currency in rum, and the authorities of New South Wales had the traffic entirely in their own hands. It was Governor Bligh's determination to put down this traffic that led to his ultimate deposition and imprisonment. The amount of strong drink imported into New Zealand all through the pakeha-Maori and whaling periods, more especially during the early thirties, was enormous.]

In 1832 attention is first drawn to it with a view to restrictions. Under date April 4, 1832, Backhouse, in his narrative, states:—"At a preliminary meeting, held in Hobart Town for the formation of a Temperance Society, the senior colonial chaplain stated he had attended between 300 and 400 criminals to execution, 19 out of every 20 of whom confessed having been driven into crime directly or indirectly by intemperance.

What became of that movement is not stated, but it appears not to have been altogether barren of results. February 5, 1836, Hobart Town Courier reports:—"An important subject now occupies the mind of the inhabitants of New Zealand—namely, the calling of a public meeting for the passing of certain resolutions, the fourth of which is—'That on the 31st of December the importation and sale of spirits shall cease, and that the stock then on hand shall be exported.' Mr Busby being invited to call a public meeting accordingly most unaccountably, in our opinion, refused to do so. There are certain cases, we candidly allow, in which public men in authority must feel themselves puzzled how to act, but how Mr Busby should hesitate in a matter like this, or rather how he should resolve to refuse his sanction of the meeting and his cordial support of its object, we are totally unable to divine. What a glorious opportunity to distinguish himself as a man has he thrown away, and how will he be sunk in his supineness when the resolution is carried, as we doubt not it will shortly, not only in New Zealand, but in every other part of the rational and Christian world. The Sydney Colonist informs us that Governor Bourke has expressed his disapproval of Mr Busby's conduct in the matter. The refusal, we must confess, in the face of the following paragraph, which we extract from his answer to the gentlemen who called upon him to convene and preside at the meeting, is one of the most unaccountable things we have known to proceed from the mouth of a thinking man:—"I beg to assure you that I have learned with no ordinary degree of satisfaction that so many of the British settlers, whose stake is largest in the commercial prosperity of this settlement, have come to the resolution of abandoning a branch of trade which I am well persuaded has been productive of excessive injury to its commercial interests, and which threatens to bring about a change in the character and conduct of the native population most detrimental to its moral condition, and in an equal degree subversive of that degree of security which the persons and property of the British settlers have of late enjoyed.' After this he says, 'I cannot consistently with my duty give my sanction to the fourth resolution in your list, and I must therefore decline, which I do with much regret, to call a meeting with the knowledge that such a resolution is to be preferred at it.' How truly ridiculous is it after this to hear Mr Busby talking and boasting of his anxiety 'that the interests of the settlement should not suffer by any apparent want of unanimity between the respectable settlers and himself on this occasion.'"

Captain Fitzroy, R.N., in Parliamentary Committee, May 11, 1838, states: The missionaries wanted to carry into effect a regulation similar to one in the Society Islands, that no spirituous liquors should be brought into the Islands of New Zealand. Mr Busby would not be party to such a rule, he said it was an unnecessary measure. A considerable degree of discussion, and not a little animosity, was excited in consequence of that difference, but whether there was any other cause for discord I am not aware.

The first licensing ordinance made applicable to New Zealand was dated February 10, 1842. Hours for sale of liquor 6 a.m. to 10 p.m., and 1 p.m. to 7 p.m. on Sundays and holidays. On payment of an additional £10 the hour was extended to midnight. A penalty of £50 was provided for breaches of the act.

The first mention made of shebeening in New Zealand is in 1852. In a list of Europeans, natives, and half-castes residing at Oue, New River, and Aparima, it is stated incidentally that Owen M'Shane and George Printz had "large spirit stills." From other sources of information we learn that the whaling stations in the neighbourhood were supplied with a deleterious description of spirits.

OUTLYING ISLANDS: SNARES—THE MAROONS.

Sydney Gazette, April 5, 1817:—"Captain Coffin, of the American ship *Enterprise*, gives information of his having met three men on one of the small islands called the Snares, off New Zealand, who were some years since left there by the *Adventure* (schooner, Captain Keith, of London), under the following circumstances, as represented by them to Captain Coffin:—"The *Adventure* had been sealing among the islands, and, falling short of provisions, her captain submitted to their choice, whether they would go on shore, or starve afloat, stating it to be impossible for the provisions to hold out for the whole of the crew; that they went on shore, much against their will, taking a few potatoes, which they planted, and had since lived on the produce of, together with birds and seals, which occasionally fell in their way; that their number was originally four, but one had died, and all had the same dreary prospect before them, but Providence had been kinder than their expectations, and miraculously preserved them. These men had written discharges from the captain of the *Adventure*, as Captain Coffin assures us; and when it is considered that that vessel might, by calling at either of the settlements of Van Diemen's Land, have avoided the necessity of leaving four unhappy men in a condition so truly deplorable, we either must discredit their report or bestow upon them a portion of the sympathy to which unmerited misfortune prefers an undoubted claim."

[The three men referred to were subsequently identified as escaped convicts from Norfolk Island, whither they had been deported from Sydney early in the century. One of them furnished an interesting account of the adventure, which has been incorporated in an MSS. history of Norfolk Island in Hobart Museum.]

The narrator was a man-o'-war's man, dismissed the service for some nautical offence. He took to the roads, and became a highwayman. In due course he was taken, tried, and sent out to Sydney. There he absconded, was re-taken, and subsequently assaulted his ganger. He reached Norfolk Island in 1804, and while working in a road gang made the acquaintance of his companions. Finding them of congenial temperament, they hatched a scheme for escape. They were working an outlying station, to reach which they had to put off in a boat. The gang only returned to headquarters once a week. Watching their opportunity, the conspirators overpowered the guard, handling one man so roughly that he died. Six prisoners took an active part in the revolt, the others remaining passive, refusing to assist one way or the other. The six, getting possession of the guard's firearms and ammunition, made away in the boat. It was some days before tidings of the escape reached headquarters, and by that time pursuit was considered hopeless. The weather being boisterous, it was believed they had perished. Their intention was to make an island a day or a day and a-half's sail from Norfolk. The weather prevented them reaching it for ten or fourteen days, their sufferings in the meantime being so great, they could not state the exact period. The provisions they took were so trifling that, first one of their comrades and then another, was sacrificed to the pangs of hunger. One or two falls of rain relieved the thirst, otherwise their sufferings, which must have been awful, would have become unsupportable. Long before they made the land they had abandoned all hope of rescue, and but for the fact each had to be on the alert for fear of being knocked on the head by the other for sustenance purposes, they would have sunk into a state of utter listlessness. The boat was allowed to drift without supervision for, they could not tell, how long. At daylight the morning of their rescue they were roused from their state of lethargy by discovering themselves on the coast of an island, which they ascertained to be Philip Island—the place they were in

search of. A few hours' coasting off-shore and they got into a landing-place. The night prior to this is noted as being an absolute terror—one of their greatest extremities. During its hours of darkness they despatched the second victim, and some of the miserable wretches lay down alongside the body, gnawing its vitals. Theretofore, sensuality had deadened sensibility; but now that their proximity to land, with flocks of birds hovering over it, appeared in sight, sickening disgust overtook them. The bottom of the boat was a mass of blood and viscera, torn from the dead man's body. Although in a manner ignorant as to how it might yet fare with them, they hove the remains overboard, otherwise, the narrator avers, they could not have survived the feeling. Being bird-nesting season, they had no difficulty collecting a sufficiency of legitimate food. Looking about, they saw signs of recent occupation. They discovered a try-pot, cut timber, and sundry fittings. They lived a Robinson Crusoe life nearly five months, when the whaler turned up. She had lost some of her hands—supposed to have deserted on the coast of New Zealand,—and the skipper was glad of their services. They remained with the whaler a couple of years, and when she was filled up and ready to go Home they were, at their own request, landed at the South Cape, Stewart Island. There they joined a seal party, and became expert sealers. When the season was over and the party returned to Sydney, they elected to remain on the island, and subsequently consorted with the natives. The Adventure put into the island short-handed, and they joined her. Six or seven years having elapsed, and Norfolk Island settlement abandoned, they had less fear of being re-taken as absconders. The agreement made with Captain Keith was that, when he filled up, they should be taken on in the ship to England. Instead of doing so, Keith landed them on the Snares, where, after a residence of two years, they were found as related by Captain Coffin. They were originally a party of four, but one of the number died under tragic circumstances. He fell into a state of melancholia, and latterly absented himself from the others for weeks at a time. They traced him in these seclusions to a cave in the face of a rock, overhanging a deep, ocean-cliff. Superstitious dread took possession of them. They professed to believe their poor, demented comrade had supernatural visitations, asserting that at midnight strange lights were seen playing round the entrance to his cave. The phosphorescence of these southern seas had probably to do with that illusion. So alarmed did they become that they resolved upon the poor creature's death. Getting hold of him at the edge of the cliff, they thrust him over the precipice. When next seen it was found the body had caught on a ledge, and hung there suspended. In that position it was attacked by the sea-brood, and the flesh picked away, piecemeal. It must have been a horrid sight. So deep was the impression left on the others that they took the first opportunity for getting away from the island, and facing the terror of the convict authorities.

They cultivated their potatoes to good advantage. Between sea-fowls, seal flesh, and potatoes they were never at a loss for food. When they took their departure from the island they left nearly an acre and a-half in crop, besides providing the Enterprise with an abundant supply. The cultivation can be traced at the present day, and, as for the tuber, it has run riot all over the neighbourhood.

[Re potato culture: This is the second time it is mentioned as having been cultivated in the south. In 1813 a flax-dresser named Williams, acting on behalf of Sydney merchants, landed at Awarua, and he speaks of finding considerably more than 100 acres under cultivation, for barter with the whale-ships (see "New River").]

[The story of John Rutherford is well known in New Zealand history. In the light of information related above, Rutherford's story completely explodes. He tells us he was on board the Agnes (a Yankee whaler, commanded by

Captain Coffin), and that on March 6, 1816, the Agnes was seized by Poverty Bay natives, and her skipper—Captain Coffin—killed. The Records know nothing about the Agnes—she is never mentioned,—and we have here Captain Coffin, skipper of the American whaler *Enterprise*, alive, and rescuing others thirteen months after the date of his alleged death, as given by Rutherford. Furthermore, in 1819 Captain Coffin, as skipper of the *Syren*, opened Japan whale fisheries, so that Rutherford's story is open to the gravest possible doubts.]

Amongst the few natural gifts bestowed on the habitable island of the Snares group, Nature has succeeded in working out a boat harbour, or landing-place. It is at best precarious, and affords only partial shelter from prevailing winds. It appears to have been dug out by some mighty avalanche, operating from west to east. It has ploughed a deep furrow or fressure down the centre of the island. It must then have dropped over a cataract into the harbour channel, leaving a protecting lap or promontory, in the passage out to sea. Inland, the harbour channel penetrates a deep cavern, running into the bowels of the earth. It has a narrow entrance, with a lofty dome-shaped aperture inside. There are shelving rocks round its walls, to which the hair-seal herds of the island appear to be partial. An exciting adventure, culminating in sad tragedy, occurred in the year 1831. The *Currency Lass*, of 90 tons (Bucknell, master), left a gang of ten men with two boats. In prosecution of their sealing operations, one boat containing two men, shot into the cave for the purpose of disturbing the seals, while the other boat remained at the entrance, ready to club them as they came out. The disturbing party was only too successful, as the whole herd came tumbling down, en masse. The clubbing boat was caught in an awkward fix at the mouth of the cave and upset, its occupants, seven in number, thrown into the water, under and amongst the herd of infuriated sea-lions. In a short time the water was dyed red with blood, showing the men must have been terribly ripped. The other boat—which by this time had got well up into the cave—pulled back vigorously to the rescue, but only managed to recover four men, the others being carried away by the receding tide—which was running strong,—as also by the force of the retreating seals. One man was observed holding on, or being hugged tightly by, an immense lion, and the trail of blood which followed showed too plainly the fearful lacerations going on. One dead body was recovered, the other being floated, or carried by the seals, out to sea.—Sydney Customs Records, November 5, 1831.

CAMPBELL ISLANDS.

[Captain Hasselburg, master of the brig *Perseverance* (owned by R. Campbell, Jun., and Company, merchants, Sydney), discovered these islands in 1810. He named them in honour of his employers. *Perseverance Harbour*, named after the brig, is commodious and well sheltered. En route to the Antarctic it is the last charted harbour.]

Within one year after his discovery Captain Hasselburg lost his life in *Perseverance Harbour*. Sydney Gazette, January 12, 1811, furnishes particulars:—"On Sunday, November 4, the *Perseverance*, of which he was master, was lying at Campbell Island. Captain Hasselburg ordered the jolly-boat to be got ready to take him on shore to a part of the island at which his oil-casks were, about five miles from the vessel, which he left at 2 in the afternoon, with five persons—namely: Elizabeth Parr, a young woman, who was a native of Norfolk Island; George Allwright, a young lad, second son of Mr Thomas Allwright, of this place; James Bloodworth, the ship's carpenter; Richard Jackson, a seaman; and a New Zealand native boy. The weather being cold, Captain Hasselburg had very heavily clothed himself, and wore

a thick Flushing boat-cloak, together with a pair of strong high water-boots, the weight of which must have baffled every personal exertion when necessary to his preservation. After an absence of three hours, the vessel was unexpectedly hailed from the nearest point of land, when the other boat was despatched, and the persons that had hailed proved to be Bloodworth, Jackson, and the New Zealand boy, who gave the melancholy information that the three others had perished in the following manner:—Having safely reached the place intended, where the captain found the casks, they put off to return to the vessel, and were obliged to beat to windward. When nearly two miles distant from the shore a sudden gust came off the land, which took the boat broadside on, and before the sheet could be let go she was gunwale under, filled instantly, and disappeared. The safety of six human beings being thus committed to a Ruling Power, whose decrees are just and absolute, each was affected by the peril in proportion to their confidence in their personal strength and dexterity. Jackson pushed immediately towards the shore, and being a strong, hearty man, saved his life with ease. The little New Zealander followed his example, and had just strength enough to gain the shore. Bloodworth, regardless of himself, sprang forward to the assistance of the woman, whom he considered most likely to be in need of help, and, finding that she could swim, he cheered her with the assistance of his ready aid, and turned towards his commander, who was imploring his assistance, but who, after struggling some minutes to sustain himself with an oar and boathook, before he reached him, sank into the abyss of eternity. His next object was to save the little boy, whose danger was most imminent, and he unhappily sank as he approached him. Thus, sadly mortified by the disappointment of his hopes to which his generosity had aspired, even at the moment when his own safety was in doubt, his female charge remained alone the object of his attention. The poor creature was exhausted, and had not the power of contributing to her own deliverance. With one arm supporting her, however, he swam upwards of a mile, through a rough sea, and he gained the strand; but vain had been his labour, for respiration had for ever ceased. Agonised with horror, disappointment, and regret, he laid the breathless body of the ill-fated female beneath the cover of a bush, and, dreadfully spent with his fatigue, explored his way towards the point off which the vessel lay, and fell in with the others in his route. A boat was the same evening sent in search of the body, which darkness prevented from being found. The next morning, however, it was discovered, and the day following was interred on shore, with every decency the circumstances admitted. The bodies of the other two were not discovered when the vessel came away."

[Re Elizabeth Parr.—In Select Committee, Session 1838, Rev. J. Wilkinson testified as follows:—Morality is at the lowest possible ebb, and it is much the worse amongst tribes frequented by sailors. The women are very much affected with venereal disease of the most virulent type. I apprehend there is not one in fifty of these women without the disease. Frequently the English will go to the masters of vessels, they first of all barter with the natives, and take their women on board, and get the highest price they can for them. One man I knew was in the habit of taking pigs and women, for the time being, all in one lot. Sometimes the women go to sea. Two or three instances I know of masters of vessels giving as much to their women as £100, and carrying them off with them on their voyage. Then they leave them on the islands, or take them with them, according as they can agree with the women themselves. Similar traffic appears to have been carried on in Sydney amongst European females. Convict women desirous of leaving the settlement were specially addicted to this method for effecting their escape. Traces of Elizabeth Parr's burial plot are still extant on the south-west arm of Perseverance Harbour. It was reputed to be the grave of a French woman, arising, no doubt, from the fact that the officer of a French expeditionary ship lost his life in the harbour, and is buried not far from the grave of the other.]

In November of 1811 an experience of another kind occurred. It was reported to Sydney Customs by the brig *Mary and Sally* (Feen, master). En route from Macquaries the brig encountered terrible weather, and was forced to bear up for Campbells. A hunting party from the brig, scouring the island in quest of game, came upon two beasts of prey, which they described as being of the hyena species. Nothing is said as to what occurred at this encounter, but from the tenor of the narrative the hunting party appears to have left the animals in undisputed possession. Sydney Gazette, commenting thereon, says:—"From the description given, they appear to have been of the same species (platypus) as that of an animal killed at Port Phillip in the year 1805."

June, 1812, the islands are again in evidence, under tragical circumstances. Sydney Customs Records furnish the facts:—"Arrived, the schooner *Elizabeth and Mary*. She met in with the schooner *Cumberland*, Captain Stewart, who supplied the melancholy information that out of six men left on Campbell Island by the *Mary and Sally* only one remained alive. That was Henry Neal, a cooper, whose report stated he had been left two months entirely alone, the others having gone in a boat on some excursion, from which they never returned. Neal was received on board the *Cumberland* in a very dilapidated state, brought about by despondency, but recovered in a short time.

Campbells and Macquaries appear at this time to have been worked conjointly. The result is that it is impossible to define the produce of the one from that of the other. May 14, 1811, Governor Bligh (Goron, master) is cleared out at Sydney for Campbell and Macquarie Islands. Again, on March 21, 1812, the ill-fated Campbell Macquarie is cleared out to these islands, for relief of gangs employed by the house of Underwood, and with the further design of endeavouring to effect new discoveries in the higher latitudes.

"Heaton's Australian Dictionary of Dates" reports the wreck of a brig—*Percenean*—at the Campbells, October, 1828.

AUCKLAND ISLANDS—THE ENDERBY PROJECT.

These islands are situated in lat. 51deg S., long. 166deg E., distant 160 miles from Stewart Island. They were discovered by Captain Bristow (1806), in the ship *Sarah*, belonging to Enderby whaling fleet. The *Sarah* must have been a full ship at this time, en route for England. June 5, 1808, she is reported by Sydney Customs: Inward, from England; fourteen months out. The islands comprise 100,000 acres. Exclusive possession was given to Charles Enderby in consideration of the "endeavours made by him to promote geographical knowledge, as, also, to extend the whale fisheries." Commenting thereon in a manifesto written by Enderby, and now deposited in the Parliamentary Library, Melbourne, he says: "I find myself in a position to confer upon a company, organised upon a proper basis, for carrying on the southern whale fisheries from thence, an advantage over and above the many which have been already enumerated; as, also, far surpassing, I do not hesitate to say, any that could be hoped for from the acquisition of a whaling station, however suitable elsewhere, seeing that our powers as sole grantees of the island would enable us effectually to preclude the possibility of the company's operations being interfered with by individual competitors from at least any portion of the territory conceded to us. The project, therefore, which I have formed and now submit, is: That a Southern Whale Fishery Company should be established under the sanction of a charter from the Crown, with a sufficient capital and fleet of ships for the effectual prosecution thereof from the Auckland Islands." He goes on to add: "I feel so morally assured that success must

attend a well-directed undertaking of the nature proposed, that I am quite willing to abide by the responsibility of recommending it, as one which is particularly entitled to the public confidence and support. . . . It is further intended that the island ports shall be free, and that neither duties nor taxes shall be levied, so that the only revenue derived will be that accruing from the sale or lease of the land, which, in order to facilitate its settlement, will be divided into convenient sections. Such a colony, combining as it would the pursuits of whaling and agriculture, might be expected to prove particularly attractive to many amongst the maritime population on the coasts of both England and Scotland, but more especially of the latter country, who would prove eligible seaman and settlers; as, also, to shipwrights, caulkers, sail-makers, coopers, carpenters, and the like."

The Southern Whale Fishing Company was thereupon instituted, incorporated by Royal Charter, whereby the liability of each shareholder was limited to the amount of subscription. The Right Hon. the Earl of Hardwick, R.N., was Governor. The directors were: Philip P. Blyth, Sion House, Lower Clapton; Robert Brooks, St. Peter's Chambers, Cornhill; Lieutenant-colonel Colquhoun, R.A., Woolwich; Charles Enderby, F.R.S., Great St. Helens; John Entwistle, Great Winchester street; John Gilmore, R.N., George yard, Lombard street; William Gladstone, Austine, Friars; W. S. Lindsay, Abchurch-lane; James Peck, Finsbury square; Captain William Pexley, Kensington; J. D. Powels, Austine, Friars; Fred. Somes, Ratcliff (with power to add to the number). Bankers: Messrs Barclay, Beavan, Tritton and Co., 54 Lombard street. Secretary: Robert Preston. The Royal Charter is dated January 16, 1849. It fixes the capital at £100,000, in shares of £50 each; shareholders being empowered to increase this either at one time, or from time to time, to £500,000, and, with the consent of the President of the Board of Trade, to any larger amount. The company was authorised to begin operations when one-half the sum of £100,000 was subscribed and one-fourth thereof paid up. In illustration of the financial operations of the scheme, the following estimate is appended:—

A ship of 250 tons, at £20 per ton, including all			
expenses of the voyage and insurance		£5000	0 0
Two years' interest at 5 per cent.		500	0 0
			£5,500 0 0
Returns—			
On two voyages, of one year each, 340 tuns			
of common oil at £22 per tun		7480	0 0
30 tuns sperm oil, at £70 per tun		2100	0 0
14 tons of whalebone, at £130 per ton		1820	0 0
			£11,400 0 0
Loss—			
Freight and charges for 384 tuns at £6 per tun (£2304),			
and the crew's share (£2000)		4,304	0 0
			£7,096 0 0
Add—			
Value of the ship at the end of two years		2,500	0 0
			£9,596 0 0
Deduct—			
Cost of equipment as above		5,500	0 0
			£4,096 0 0
Profit			

The preceding calculation constitutes an average one, applicable to any number of ships. It is proposed to limit, in the first instance, the business

of the fishery to the employment of 30 vessels, and afterwards to extend it progressively to the full extent of the means which the company may be at any time able to command. Computed, therefore, upon 30 ships, the return would be £122,880, or at the rate of £61,440 per annum, from which, after making sufficient allowance for expenses, management, and contingencies, a net balance of profit would remain capable of yielding satisfactory returns to the shareholders. It is only reasonable to assume the establishment of this fishery will attract settlers to the island, and as it is proposed to afford them due encouragement, the effect will be to enhance the value of the land by means of its progressive cultivation. Should any net revenue be derived from the land, the moiety thereof accruing will be so much added to the profits of the fishery, and constitute, in fact, a bonus to the shareholders.

Charles Enderby was appointed Chief Commissioner to the company and Lieutenant-governor of the Auckland Islands. He sailed from England in the *Samuel Enderby*, 395 tons, accompanied by the *Fancy*, 321 tons, in 1849. The *Brisk* sailed shortly afterwards. Enderby reached Auckland Islands, December 4, 1849. The party comprised 37 men and 18 women—namely, nine officers, or non-producers, 15 mechanics, and 13 labourers. To these may be added nine New Zealanders, part of a tribe residing on the island, who had been there some years, and to whom the company gave employment. Nine ships were equipped for the fisheries. In December, 1851, 20 acres of land had been cleared and enclosed, and five acres brought into cultivation. Nearly one mile of road had been made, a storehouse, stockyard, smithy, cooperage, boat-house, wharf, and 30 dwellings erected. The *Fancy* proving unseaworthy was sent to the entrance of the harbour, about five miles distant, to be used as a whale station. At that place two colonial vessels, a few years previous, obtained 3000 barrels in one season. The *Brisk* reached Port Ross, arriving there before the *Fancy*, and was first ship to proceed to the fisheries. They spent two months, so as to test Sir James Ross's report regarding the fisheries. The average take of British vessels at that time was 40 tuns per annum of sperm and, when the whales were plentiful, 65 tuns. The Earl of Hardwick returned with 110 tuns; also Lord Nelson and Lord Duncan. After twenty months unsuccessful operations the company had exhausted its available capital, and determined upon abandoning the islands. Messrs George Dundas and Thomas Robert Preston were sent out to wind up the concern.

May 8, 1852.—H.M.S. *Phantom* arrived at the island to superintend at the breaking up of the settlement. She reports that the settlement had been named Hardwick. She gave rather a sad account of things. It hardly ever ceased blowing, and the rain was incessant. The ground was saturated so that even in fine weather walking was impossible. Cultivations were in a most precarious state. Break-winds were erected every few feet to little purpose. July 22, about a quarter to 9 a.m., a shock of earthquake was felt, lasting three-quarters of a minute. The noise produced was like that of rolling casks, and the *Phantom* trembled as if getting up steam. Several naval courts of justice were held in virtue of the Mercantile Marine Act, 13 and 14 Viet., chapter 39, section 82, and offenders were sentenced to 12 weeks' imprisonment, and fed on bread and water. These were inflicted on board ship. One of the company's vessels, the *Hardwick*, arrived in the harbour May 31, after a four months' cruise, with one man dead and four in irons. The others were ill of scurvy. On Shoe Island a small boarded hut had been erected as a prison. The first person consigned to it, was a doctor. His offence was drunkenness. The Maories consisted of 20 men, 17 women, and 10 children. They lived in whares near the settlement. There were five doctors in the settlement, but no chaplain. Three horses were brought to the island, but they were taken away at the disbandment.

Enderby's grant remained in force until 1862-63. By memorandum dated December 30, 1862, Alfred Domett, Colonial Secretary of N.Z., advises the

Secretary of State that since the passing of the Constitution Act, the political status of the Auckland Islands had been in dispute, having apparently been included in the boundaries of N.Z., as defined in the commission to Governor Grey, and excluded from these boundaries as specified by section 80 of the Constitution Act. By the latter they are defined (15 and 16 Vict., chap. 72, sec. 80), 50deg. South latitude, but that Act does not absolutely repeal the limits given by the letters patent of 1842, which are 53deg. South latitude. The position of the Aucklands is 51deg. South latitude, and 166 East longitude. In a despatch to Sir George Grey, it is stated:—"It appears to me that, by your commission, the limits of your Government to the south, are so defined as to include the Auckland Islands, on which a separate settlement has lately been established by British colonists, and which it will be inconvenient to place within the limits of New Zealand. The boundary is therefore fixed at 50deg. The settlement referred to was Enderby, for which a lease, dated March 1, 1846, at an annual rental of £1000 had been granted, with a right of re-entry in case of non-payment of rent. The point was referred to the law advisers of the Crown, under whose advice formal re-entry was made and an Act, 15 and 16 Vict., chap. 72 (June 8, 1865), was passed, repealing clause 80, and substituting the following:—"The colony of New Zealand shall, for the purposes of the said Act, and for all other purposes, be deemed to comprise all territories, islands, and continents lying between the 33 and 53 parallels of south latitudes."

Commenting upon the fisheries project, the Quarterly Review for June, 1847, writes:—"Auckland Island group is singularly adapted by position and other natural features to assist the revival of a most important, though at present, to all appearances, moribund department of British industry—the South whale fishery. We believe that few speculations will be found more sound, more profitable, and more congenial to our national habits than that suggested by the present grantee of these islands, which were discovered under his auspices. Sir James Clark Ross, who made a lengthened stay at them in 1840, remarks 'that in the whole range of the vast Southern Ocean no spot could be found containing so completely the essential requisites for a whaling station.'"

George Vallentine Printz, of Riverton (now deceased), was in 1841 a lad 14 or 15 years old. He made two trips round the south-west coast of New Zealand as ship's boy in a sealer, attending on gangs. He made his third voyage to the islands. The Aucklands were then known to sealers as Bristow Land. They anchored in Sarah's Bosom (Port Ross), named after the craft in which Bristow discovered the islands. In all they landed 14 men; Printz being of the number. The island on which they landed was a flat country, with sand dunes and shingle beaches. During their first week's stay they met with excellent sport, knocked down seals on the open beaches. They also met wild pigs. Printz there learned the art of killing seals, by tapping them on the nose. In one of their raids they visited the further end of the island. Returning to their old quarters, they discovered a craft at anchor. Communicating therewith, they ascertained she brought a lot of Maoris from Chatham Islands. One of the Maoris had been on the Aucklands previously in a whaler, and it was under his advice they came thither. They were not communicative as to the reason of their migration, and, after equivocating, the sealers were led to understand it arose out of tribal disputes. In further communication they ascertained from the Maori, who had been on the island previously, a most valuable part of the seal trade was to be found on the western shores of the island. Unlike the eastern side, it was bold, precipitous, and the rookeries in many cases were at a height amongst the cliffs. Acting on that information, the gang shifted to North Port. From thence they worked down into rookeries under Blackness Point. Results were satisfactory. Reconnoitring

the coast, they determined upon raiding a rookery from the shore. They arranged the boat party should direct them to the spot, and that the sealers should lower themselves down from the cliffs. Carcases were to be sent over the precipice and caught by the boating party. A slant of weather was got, and the arrangement so far succeeded. Seven sealers were slung over the rocks to a ledge 300ft down. Getting inside the rookery, it was found to be a huge aperture, with shelving rocks or platforms 6ft and 8ft above the floor. A goodly number of seals lay stretched out, and to the hasty despatch of these the strikers directed attention. Getting into a disturbed state, the seals resting on the shelves and ledges unexpectedly made a simultaneous movement, which brought the herd pell-mell down on the top of the sealers. In the darkness and confusion it proved a most disastrous encounter, the dead and dying carcases getting piled up at the narrow entrance to the cave until exit and light were closed out. One man battled his way into a crevice clear of the seals, and, after a time, succeeded in striking a light. Feeding the light with blubber, a flame was raised, which enabled two of the others to find their way towards him. None of the three were seriously injured. A fourth was also rescued, but he was to a great extent helpless. A fifth was wedged in amongst the seals, and as some of them were alive and dangerous, they had to be killed before he could be rescued. Having lost their clubs in the melee, some time elapsed before they were found. Proceeding to clear away the entrance, they got the bodies of the other two, dreadfully torn and mangled, amongst the mass of seals. They were wrapped in sealskins and lowered down the cliff, from whence they were consigned to the sea—(From personal recollections supplied by the late Mr George V. Printz.)

A melancholy accident occurred to the Sally at Auckland Islands. By an untoward circumstance two boats were lost and six seamen drowned.—(Hobart Town Gazette, June 10, 1826.) The further particulars given are that in rounding a certain point there is a dangerous channel. Unless you get through it with the tide the passage is critical, and when the wind and tide meet it is a terror. Captain Lovatt went first with his boat and carried through all right, but the next boat missed the tide, and no trace of man or boat was afterwards seen.

Besides meeting with the accident recorded, the Sally, on this trip, got mixed up in an adventure characteristic of the times, and remotely associated with a notable event in New Zealand history. During the time she remained at the island, the Harriett, commanded by one Jack Guard, was at work in an adjoining sound. He induced two of the Sally's men—John Wilson and Mark Shaw—to desert and join his gang. John Wilson was an elderly man, with rather a singular record. He had been a coal miner, and when a mere lad, in the Middle Wards of Lanarkshire, Scotland, got mixed up in a colliers' strike, and was, with others, caught destroying machinery belonging to an obnoxious proprietary. Despite his youth, he was sent into transportation, and in due time made his way to Hobart. His convict record is briefly as follows:—He was a "Point-Peur boy." Point-Peur was a place at Port Arthur where the juvenile convicts were kept separate from hardened offenders and taught trades. From that place he merged as an assigned servant to a gentleman in the country. There he got into trouble, and was sentenced to the chain gang. On the expiration of that sentence he was again assigned, but shortly afterwards got into trouble and was awarded another sentence. Back to Port Arthur, he remained there many years, atoning for a variety of offences. A change for the better induced the authorities to give him another chance, and he was again forwarded to a hiring depot. Once more assigned, he got into the hands of a man who acted on humanitarian principles. He

reported Wilson was a man who would not be overlooked at his work. "If I stand over him," wrote the master, "he would probably throw down his tools and walk away in a paroxysm of temper. I therefore determined upon giving him his own way, as far as possible, for he was an active, good workman when he liked." By that means he was got to do his work most satisfactorily, and in due time his application for a ticket-of-leave, strongly recommended, was forwarded to the authorities. While it was under consideration the poor fellow was clandestinely visited by two of his old comrades in chains. They had come in a whaleboat, provided with food and arms, and in an unreflective moment they induced him to abscond. After landing at Port Nepean they made their way overland to Melbourne, where they were taken by the police and sent back to Launceston. From Launceston they were being forwarded to George Town. At Mount Direction police station they halted for the night. Seizing a favourable moment, when the constables were off their guard, they bolted into the scrub, carrying one of the station knives with them. With the knife they succeeded in filing off their irons, and got clear. Late one night, a few weeks after, Wilson and a companion presented themselves at the residence of his late employer. The latter was at first disposed to drive them away, but, out of compassion to Wilson, whom he looked upon as in a great measure the victim of circumstances, he was induced to listen to their appeal. They had carried off a whaleboat, had landed in the river hard by, and wanted provisions, that they might put to sea and escape as best they could. He let them have the provisions they wanted, but cautioned them to be off, as he would assuredly forward particulars of their escapade to the nearest station. They took the hint, and put out to sea. After buffeting about many days they were picked up by the Sally, and eventually made their way in her to Auckland Islands, where we met them as detailed. Captain Jack Guard, of the Harriett, was an old lag, and possibly that may have had something to do with inducing Wilson and his mate to desert the Sally. However, that may have been, Captain Lovatt having lost six of his crew by drowning and two by desertion, left the island immediately, returning to Sydney. The Harriett appears to have been working round what is known as Water-fall Harbour. She got filled up, and was about taking her departure when Guard pounced upon an exceedingly rich rookery, of which he had had no previous knowledge. He determined upon leaving it undisturbed, pending his return next season. The fact gave new bent to his views with respect to the two convicts. They knew all about the rookery, and it was no uncommon thing for one gang to split on plants spotted by another. Moreover, he was not sure he would not get into trouble with the owners of the Sally for having induced her two men to desert. Guard accordingly resolved upon leaving Wilson and his mate behind. Getting into Sarah's Bosom, he managed to lose them in the neighbourhood of what has since been chosen as the site for a New Zealand wreck depot. There the two were left to shift for themselves, from about the end of November until the end of April following. In the interim they were put to sore straits for food. Still, they had plenty seal flesh, and were never at any time in danger of actual starvation. Towards the end of their solitary confinement Wilson sickened and died, and his grave is, or was, marked by a mound in the vicinity of the memorial stone, set up by the Transit of Venus Expedition (American) in 1841. Left solitary and alone to perform the funeral obsequies to his late companion, Mark Shaw's situation must have been doleful. He fossicked out a hollow on the edge of the bush, but so reduced was his strength that he was quite unable to convey the body thither. After two days spent in painful suspense, during which he never entered the hut night or day, but lay down crouching beneath a sand-bank, the novel idea struck him of binding the body to two branches and dragging it along, hand-barrow fashion, to the place of interment. All he could do was to cover it over with loose debris and branches, and in that state it remained two months until a craft arrived at the opening of the seal season.

Jack Guard and the Harriett subsequently became conspicuous in New Zealand history. January 23, 1827, along with The Sisters (Captain Duke) he recaptured the brig Wellington cut out by convicts from Tasmania. In August, 1834, he made affidavit before the Governor of New South Wales at Sydney to the effect that the brig Harriett, belonging to him, had been wrecked on the western coast of New Zealand; that all the cargo was seized by the natives, who attacked him in considerable numbers, slew several of his party, took his wife and two children prisoners, and forced him to seek safety in flight. That, having effected with ten of his men a retreat, after a journey of some length, they fell in with another tribe, and were sent under escort to Mataroa pa, where they were sheltered, and from whence Captain Guard and three natives finally departed for Cloudy Bay, promising to procure ransom from Sydney for the remainder of the crew. Thereupon a meeting of the Executive Council of New South Wales was held as to the circumstances of the case. The Council made the following deliverance:—"Having attentively and maturely considered the subject, are of opinion application be made to Captain Lambart, commanding H.M.S. Alligator, now in Port Jackson, to proceed to obtain restoration of the nine men, woman, and children. It was also the opinion of the Council that if this object could not be accomplished amicably force should be employed, and that it might be advisable for the Governor to place a military party on board, to be employed, if Captain Lambart saw fit." The Council further represent to the Secretary of State the necessity for having a ship of war permanently stationed in these waters for protection of British subjects and commerce. To these findings the Colonial Treasurer (E. D. Riddell) objected, stating the Council had no evidence of the character of Guard. The Treasurer had been casually informed he was formerly a convict, and that his dealings with New Zealand had in some instances been marked by cruelty. He also understands New Zealand traders were afraid for the result of the expedition.

August 31, the Alligator, accompanied by the colonial schooner Isabella, with a detachment of the 50th Regiment, sailed from Port Jackson. The 11th of the following month they arrived off Cape Egmont. On the 21st the eight male prisoner were given up. Their appearance was "wild and haggard in the extreme, but their report of the treatment they received was as favourable as it could be. The natives had shared with them all they possessed; had never injured them nor as much as threatened them with injury." On the 28th they were met by a chief to whom the utterly unrecognisable name, O-O-hite is given. He rubbed noses with Guard in token of amity, and said he had come to receive the promised payment for the woman and her children, who were at the "Numa," in readiness to be given up. He was made prisoner, put into a boat manned by a crew belonging to the Harriett, and ordered aboard the Alligator in charge of Guard. Attempting to make his escape he was fired upon while in the water and again captured; one of the balls entered his leg. In the boat he was cut and wounded in a most shameful and disgraceful manner by Guard and his men. Thereafter a pa was set fire to and utterly destroyed. On the 30th, the aforesaid O-O-hite was sent in one of the boats to negotiate for surrender of the woman and children. On seeing their chief, the joy manifested by the natives was excessive, and Mrs Guard and one child were given up. In getting the other child more difficulty was experienced. The native in whose charge it was demanded payment of the promised ransom. Thereupon a misunderstanding ensued. The order was given to fire. Six natives were killed, and others wounded. The child, however, was rescued in safety. Then followed a good deal of pa burning, and these gallants distinguished themselves at the expense of a handful of savages, who evidently meant no offence beyond demanding a payment that had been promised.

Commenting thereupon in the Hobart Town Gazette, December 12, 1835, a correspondent writes:—"The loss of life and destruction of property will excite a natural regret that the expedition was sent forth by the Sydney

Government with an interpreter confessedly ignorant of the language; having only that degree of acquaintance with it which served him to discharge his former office of a spirit seller and billiard marker on Korarika Beach. It may and will be made a political question how far that Government can be borne out in directing a hostile expedition against New Zealand, altogether without a reference to the British Resident with that people, which, though a people of semi-barbarians had been, I conceive, formally recognised by the King of England as an independent nation in the triple act of sending them a representative, presenting them with a national flag, and finally, doing that flag, on its first hoisting, the honour of a Royal salute."

The United States Exploring Expedition visited the islands March 7, 1840, in the Porpoise. The report thereon made is that they are the resort of whalers for the purpose of refitting and awaiting the whaling season, which occurs here in the months of April and May. Near the watering place in Sarah's Bosom, a commodious hut has been erected by French whalers. Near by was another in ruins, and close to it the grave of a French whaler, whose name was inscribed on a wooden cross.

The French whalers here referred to were Jean Bart (afterwards captured by the natives at Chatham Islands), La Manche, and L'Herion. They all rendezvoused at Ross Harbour, occupying the hut referred to. Its remains are still to be seen, but all traces of the Frenchman's grave are obliterated. Re La Manche, Sydney Customs Records, October 6, 1838, report: "The barque Magnet, which arrived from New Zealand on Tuesday, brings us news of La Manche, a French whaler, having got on shore at the New River, where she lay some considerable time, until she obtained assistance from some American whalers, who succeeded in getting her off, without having sustained any considerable damage. She went on to the Bay of Islands to effect repairs. There are at present a great number of whalers off the coast of Southern New Zealand, apparently doing well."

There is nothing to show how many unfortunates have lost their lives on the Auckland and other islands in that great waste of waters south of New Zealand. The following, however, are the principal casualties known. They are recorded in a wreck record, in the Wreck Depot, Ross Harbour. It is manifestly incomplete, no mention being made of casualties prior to the "sixties":—

"January 3, 1804.—Grafton, from Sydney. Captain Musgrave and his crew of five made their way in a small boat to Stewart Island, arriving on July 27, 1865.

"May 10, 1864.—Minerva, of Leith. Four persons saved from wreck, and rescued on March 25, 1865.

"May 16, 1864.—Invercauld, from Melbourne. There was a total of 25 crew and passengers on board, six of whom were lost at the time of the wreck. Sixteen of the survivors were starved to death, and three were rescued May 10, 1865.

"May 13, 1866.—General Grant, from Melbourne, with a total of 83 passengers and crew. Sixty-eight were lost at the time of the wreck, one was starved to death, four were afterwards drowned, and the remaining 10 were rescued November 21, 1867.

"March 12, 1887.—Derry Castle, from Geelong. The total of the crew and passengers was 23, of whom 15 were lost at the time of the wreck, and eight were rescued on August 19, 1887, by the Awarua.

"March 19, 1891.—Compadre (barque), ran ashore, having previously taken fire. Peter Nelson, a seaman, was lost in the bush and starved to death, and 15 survivors were rescued by the Janet Ramsay on June 30, 1891."

[It will be noticed that in 1865 three parties of castaways were on the Auckland Islands without any knowledge of each other's existence. A small craft named the Daphne, which went in search of the gold on board the General Grant, was also lost, with six persons.]

BOUNTY ISLANDS.

Their deed of annexation to New Zealand reads as follows:—I, George Palmer, Captain of her Britannic Majesty's Navy, and at present commanding her Majesty's ship *Rosario*, do hereby make known to all whom it may concern, that by virtue of an order from Commodore Rowley Lambart, C.B., A.D.C., commanding H.M. ships in these seas, I have this day taken possession of the Bounty Islands, in the name and on behalf of H.M.G. Majesty Queen Victoria, by the Grace of God of the United Kingdom of Great Britain and Ireland, Queen defender of the Faith, etc., and I do hereby declare the said Bounty Islands to be annexed to her Majesty's colony of New Zealand. God save the Queen. Given under my hand the 9th day of July, 1870, off the Bounty Islands. George Palmer, captain of H.M.S. *Rosario*.

Appended to the proclamation they are described as Rocky Islets, perfectly barren, destitute of any covering, and exposed on every side to the fury of the sea, which breaks heavily and incessantly upon them. Even during comparatively calm weather the sea dashes completely over them, sending clouds of spray over nearly the highest. There is a blow hole in one of the western isles, through which water and spray are forced upwards of 300ft. Islets extend three and three-quarter miles east and west, and about one and a-half miles north and south. They are about 20 in number, divided into two clusters, with apparently a clear passage between. Landing was considered impracticable, and it was doubtful if a footing could be obtained, even on the calmest day. Their position is 47deg 46min 24sec S., long. 170deg 56min 45sec E. The highest islet is 280ft.

[A New Zealand wreck depot has been built on the islands, and there landing is effected regularly. Seal gangs had lived upon and worked the islands to good advantage long before Captain Palmer's day.]

In an MS. written by Dr George Bass, February 2, 1803, relative to a proposal made by him to the Governor of New South Wales asking for an exclusive right to certain lands in southern New Zealand, the Bounty, Antipodes, and Snares Islands are included, together with 10 leagues of the sea around each of the their coasts.

A Sydney Customs Record, June 5, 1808, reports:—Arrived the *Sarah*, whaler, Captain Bristow, from England, 14 months out, and 25 days from Norfolk Island, with about 70 tuns sperm oil.

Captain Bristow informed the Sydney Gazette that no account had been received at Norfolk of the *Santa Anna*, blown off the coast upwards of two months ago. The gang stationed by the *Santa Anna* for sealing on the Bounty Islands must now be getting distressed for want of provisions. Sydney Gazette, June 12, 1808, reports:—Wednesday last, arrived *Santa Anna*, Captain Moody, from Norfolk Island, where she arrived back on the 19th ult., after an absence of two months and ten days, during which she was driven considerably to the northward, and encountered much bad weather.

We have here an event which, as it eventuated, wrought important eventualities in the civilisation of New Zealand. Amongst the *Santa Anna*'s sealing gang was a Maori of distinction named Tuatara. After suffering great privations along with the others of the gang, Tuatara was rescued by the *Santa Anna*, and, in breach of the agreement made with Captain Moody on leaving New Zealand, the latter refused to convey him back to his people. He was taken in the ship to England. There he was treated as a pauper, and eventually sent back, en route to his own country. Moody appears to have behaved very bad. He defrauded the Maori of his share of the Bounty "take," and otherwise left him neglected and destitute. On the return voyage, Tuatara

became sick; so bad that his life was despaired of. It happened that the colonial chaplain of New South Wales—the well-known Samuel Marsden—was a voyager by the ship. The sick Maori came under his observation. He took first what was probably a personal interest in the Maori's sufferings, which gradually ripened into the broader scheme of an interest in the nation to which he belonged. It was out of that intercourse Mr Marsden evolved his New Zealand missionary enterprise. This is the second native New Zealander who visited England. The first, whose name is given as Moehanga, went there in 1805, and was presented to King George.

Tuatara, otherwise named Deattury, but whose real name was Te Ruatara, was nephew of the celebrated Honi Heke, and the inheritor of the influence of Te Pahi. He occupied a noteworthy place in the dramatic history of New Zealand. He was, says a small publication entitled "New Zealand Lone Lands," a shrewd, active, far-seeing young fellow, whose intercourse with the whaler led him to perceive civilisation had in it a something far and away superior to the Maori ethics, and, being the big chief amongst his people, he set about devising means for securing the civilising agencies. It was a big task for one situated as Te Ruatara was, but then the foolish things of this world confound the wise, and Te Ruatara was wise according to his lights. He shipped aboard a whaler named *Argo*, commanded by one Captain Baden, and, after serving in the capacity of a deck hand, was discharged in Sydney, then in the zenith of its penal settlement fame. Like many another poor student in pursuit of knowledge, he found, to his cost, there was no right royal road to its favours, but that its paths were beset by hopes deferred, which sicken the heart, and not unfrequently end in destroying the body. Baden behaved bad to his Maori seaman, and, on setting him adrift, refused to pay him wages, or otherwise reward his labours. At Sydney Cove Ruatara joined the *Albion*, which, after a six months' cruise, touched at the Bay of Islands, where he was again discharged. On this occasion the skipper dealt more kindly by him, and paid him his wages in full.

"Although disappointed, Ruatara's designs were not destroyed, and, after six months' stay amongst his people, he again shipped, this time on board the *Santa Anna*, on a cruise to the Bounty Islands for sealskins. Arriving there, Ruatara, with one of his countrymen, two Otaheitans, and ten Europeans, was put on shore to catch seals. Meantime, the vessel sailed for New Zealand to procure potatoes, and Norfolk Island for a supply of pork, leaving the fourteen men on the rocks with very little water, salt provisions, or bread.

"Arriving off Norfolk Island, and while the master was on shore, the *Santa Anna* was blown out to sea, and did not again reach land for some weeks. Meantime, the sealing party fell into deep distress. There was absolutely no fresh water to be had on the islands, and, what between guano deposit and salt-water surf, what rain fell was rendered wholly unfit for use. Want of water was undoubtedly the great drawback, but they suffered equally from want of food. For three months they had neither bread nor meat, and were reduced to subsist on seal flesh and sea fowls. Ruatara often spoke of the horrors he and his party endured, and these were well attested in the fact that two Europeans and one Otaheitan succumbed to their sufferings.

"When the *Santa Anna* did return to the Bountys the party, despite their privations, had amassed no fewer than eight thousand skins, with which the vessel, having Ruatara aboard, set sail direct for England, arriving in the Thames, July, 1809.

"Ruatara's great object in visiting England was to see and converse with his Majesty King George, or, as he described him, in accordance with the primitive notions of his race, 'the big rangitara of the pakeha,' the purport of that premeditated conversation being the best means for bringing his people under the sway of civilisation.

"After rousing the poor Maori about in his endeavours to see King George until they got as much horseplay out of him as suited their views, those with

whom he had intrusted himself reshipped him on board a transport, the *Ann*, bound for Sydney Cove. The skipper of the sealer, like his brother of the *Argo*, refused to pay him his wages, and his hardships and disappointments now began to tell upon his constitution, and he was seized with a dangerous illness.

"On board the *Ann*, Ruatara met a good Samaritan—the Rev. Samuel Marsden, the early evangelist of the Australian colonies—and this shrewd old magisterial divine at once saw the opportunity it afforded for extending his evangelical enterprise to the land of the Maori. The first New Zealand mission was set about accordingly. 'Ruatara,' says a chronicle of the times, 'is entitled to share with Mr Marsden the honour of planting Christianity in New Zealand, for although he had no idea what Christianity aimed at as a saving grace, he saw that it was something superior to the Maori paganism.' Mr Carleton, another recorder of New Zealand events, writes:—'But for the determined support which Ruatara, as a high chief, was able to afford, Marsden could never have gained footing in the land.'

"No sooner had Ruatara achieved the purpose for which he aimed than death claimed him victim to the noble conflict he had endured, and he breathed his last while still in the noonday of life."

Hobart Town Courier, January 3, 1834:—On October 10, 1831, the *Tula* (Captain Brisco) and the cutter *Lively* set sail from this port for New Zealand, where they remained among the Chatham and Bounty Islands sealing till January 4, 1832. On this occasion Captain Brisco found that the true position of the Bounty Islands was 173 degrees 26 minutes east, and not 179 as erroneously laid down on the chart.

[Re *Tula* and *Lively*.—Leaving the Bounty Islands, these vessels proceeded down into the Antarctic Ocean, and made polar region discoveries which have given Brisco's name a place in Antarctic enterprise.]

NEW RIVER (KORETI).

The name originally was Koreto, which signifies "trickling down." The river at Invercargill is, geologically speaking an expiring fiord or estuary, which, at certain states of the tide, forms a succession of pools and trickling streams. In 1839 a shipping disaster occurred at or near the mouth, which exercised prejudicial effects on the trade. A 500-ton barque, the *Lynx*, had loaded a first cargo of oil and bone at the two newly-erected stations. No record is given of the quantity supplied. We learn from other sources the joint produce of these stations amounted to 120 tuns oil and 25cwt of whale-bone. In all probability these figures represent the cargo loss, as we have it on record the *Lynx* was to fill up at Preservation. Being caught in light winds and strong currents, she was driven on shore, and became a total wreck. An old waterman named Doig, in Sydney Harbour, related, in connection with the mishap, that it was purely the result of bad management, consequent upon drunkenness. He was present at the scene of the accident. At that time New River had the reputation of a place of excessive drunkenness. Besides the usual trade supplies from Sydney, an Irishman named Owen M'Shane, together with another person, had erected a large whisky still at Oue, near the junction of the Oreti, so named in respect of the variety of flax it grew. They were in the habit of supplying the whale stations and settlements along the coast, as far as Waikawa on the one side, and Preservation on the other. P—— and his Maori woman were noted for making long trips with the grog, and, it is understood, he accumulated a large sum of money. Being the first cargo that left New River, an extra amount of grog was consumed. A week or so prior to the vessel's departure, all hands were in a state of intoxication. Being an inferior spirit, some of them went absolutely mad. In that state the anchor

was hove, and before long the vessel ran into difficulties. All hands managed to struggle on shore, but otherwise the wreck was most disastrous. Owen M'Shane, described as a middle-aged man, was an escaped convict from Hobart Town, who subsequently deserted from a Foveaux Strait whaler, and it was reported, presumably at his own instigation, he had been killed and devoured by the natives. His proper name was Rae, and he is understood to have been a daring fellow. His mate at that time was a young man, and, although he could take liquor, was not by any means a heavy drinker. He had shown considerable benevolence to a couple of half-caste children left destitute, and, while known as a sharper, his kindness to the children atoned for other faults. He grew one or two patches of potatoes, and was noted for his ability in driving hard bargains. The *Lynx* had been many years in the New Zealand trade. As early as 1823, in charge of one Seddon, she did considerable traffic in elephant oil with the Macquaries.

A flaxdresser named Williams, acting on behalf of Sydney merchants, visited New Zealand, per *Perseverance*, in 1813, landing at the Bluff, and penetrating some distance inland. He furnished Sydney Gazette, September, 1813, with the following information:—"The natives attend to cultivation of the potato with as much diligence and care as I have ever seen. A field of considerably more than 100 acres presented one well-cultivated bed, filled with rising crops of various ages, some of which were ready for digging, while others had been but newly planted. Dried fish and potatoes form their chief support."

[The foregoing is the first mention made of potato culture in Southern New Zealand. It could only have been recently introduced, and it may seem strange it should have been grown on such an extensive scale. We must keep in mind the natives were acquainted with the cultivation of the kumara, and the one being a duplicate copy of the other, they may have had no great difficulty in adapting themselves to the new species.]

MATAURA.

The following advertisement appears in Sydney Morning Herald. It may be taken as the first advertised sale of New Zealand lands:—"New Zealand Estate. Mr S. Lyons is instructed to sell by auction in his temporary rooms, George street, Sydney, on Friday, March 27, 1840, at 11 o'clock precisely—Twelve important estates on the banks of the River Tetowis, in the Middle Island of New Zealand, having a frontage of one mile to the river by twenty miles in depth, and containing twenty sections, or 12,800 acres each lot. The Tetowis River is of considerable magnitude, which empties itself into Foveaux Strait, and is within three or four miles of the secure and well-known harbour of the Bluff, in and around which several whaling establishments have for some time been established. It is likewise in the vicinity of Jacob's River, where several large estates have been lately purchased, and improvements commenced. In fact, the fine harbours on this coast, the richness of the soil, and the level character of the country, leave no doubt but that it will become one of the most thriving positions in New Zealand. This land was purchased from Tewaiki, chief of the southern parts of New Zealand, and duly conveyed by deed of "Feoffment," dated the 8th day of December, 1838, and therefore comes within the proclamation. The original title deeds are left with the auctioneer for inspection, and the purchaser will receive a conveyance in conformity therewith. The buyers will be let into immediate possession of the land upon payment of the purchase money. Terms at sale." (Fuller reference to the above, see under "Hobson's Appointment as Consul.")

What is named "Tetowis" River is undoubtedly meant for Toi-tois, at the mouth of the Maitara. The southern chief "Tewaiki" is obviously intended

for Tuhawaiki. Who the vendor was cannot be traced. Twenty sections of 12,800 acres each gives a total area of 256,000 acres. The district native land claims were as follow:—

Thomas Jones, Sydney, area 25,600 acres, which the commissioners disallowed; no appearance being made in support of the claim. W. G. Thomas, area acquired in 1838, on which £90 alleged to have been paid. It was subsequently disallowed; no claim being formally preferred. Sydney Records state the area claimed by Thomas to have been 250,000 acres. Probably that was what was offered at auction. S. M. Thomson, 12,800 acres, acquired in 1838, on which £60 alleged to have been paid. It was also disallowed; no formal claim being preferred. F. W. Unwin, area not stated, nor other particulars given; disallowed. These are the only recorded claims to land at Toi-tois. What is named a deed of "Feoffment" was an old Scotch form of real property deed of investiture. The man chiefly engaged drawing these deeds was one Cruickshanks. He had been a Scotch conveyancer sent out for fraud. After serving his term, he visited New Zealand in a trading vessel, bringing a cargo of these deeds, which were filled up and executed as the bargains were concluded. His charges were £5 5s per deed, payment of which he took in sealskins, oil, and whalebone. He took back to Sydney a shipload of these articles, and is said to have made a good thing out of the venture. He was, so far as known, the first practising lawyer or conveyancer in New Zealand.

The auction sale referred to was stopped by Governor Gipps. In a despatch to Lord John Russell, dated February 9, 1840, he writes:—For some few days after Captain Hobson's arrival, an auction of land in New Zealand having been advertised to be held in Sydney, I sent an officer of this Government to warn all persons intending to become purchasers that they would do so at their own risk; a warning which had the immediate effect of stopping the sale.

[Tetowis, being a misnomer for Toi-tois, was the name by which the Maitaia was known in Sydney. A native of that name is said to have lived at its mouth, and probably it derived the name from him. In Maori language it can be made applicable to the kumara, as also to a fresh-water fish. A shore whale station was subsequently established. It made one record haul of whales, beyond which it did no good, and was eventually abandoned.]

PRESERVATION INLET.

Rakitama is the name given by the Maoris. It seems tolerably free from corruption, but its meaning is obscure. It makes a phrase signifying "the northern gods with an excess of one." How all that godifying comes to pass I can't imagine. The place don't seem a whit more hallowed than its surroundings.

A bad accident occurred. It is reported in Sydney, Shipping Records of March 24, 1822. The whale ship *Indian*, Captain West, was inside refitting. A whale suddenly spouted up, and the unfortunate skipper lowered away for it. Getting fast, the whale made a false start, which sent the boat swinging into a most dangerous position. Lashing out with its tail, it knocked the boat to shivers, and the occupants were sent broadcast on the water. Rounding on its now helpless assailants, Captain West had the misfortune to be caught between the huge jaws of the animal, and severely lacerated. When picked up he was found to be dreadfully mangled. They made back to the ship, where all the aid that could be given was rendered. After suffering four days' intense agony, the unfortunate man died. He was buried on an island at the entrance

to the bay. In 1846 a ship's accident of another kind occurred. It is reported in Sydney, of date September 3, by the "Sydney Packet," which arrived from New Zealand the previous Sunday. On entering Preservation, and with the view of attracting the attention of the whale station, the ship's swivel was fired. The shot did not produce the desired effect. One of her hands—an old English man-of-war's man—undertook to fire the next shot, and in doing so, must have overloaded. No sooner did he apply the "touch" than it burst with a terrible report, shattering the poor fellow's body. Although others were standing by, they escaped unhurt. His remains were collected together, sewn in a hammock, and buried on one of the islands inside the harbour.

A cruel murder occurred in the sound. It was in the year 1838. Randolph Palmer, described as a tall cadaverous Mexican, who wore earrings, was arraigned at Sydney for the murder of a lad, fifteen years of age, named Kundy, in the month of March. The evidence showed that deceased, accompanied by a Maori and an Otaheitan, went out in a boat belonging to the ship, of which Palmer was master. Going ashore for the purpose of trapping Maori hens, the boat got smashed. They made their way back to the whale station overland, and reported the occurrence. The lad was alleged to have been left in charge of the boat. Palmer got into a terrible rage, and thrashed the boy with a rope until he became insensible. Even when unconscious, the brutal fellow kicked him with his heavy sea boots. The lad was left on the ground in the rain during the greater part of the night. Eventually, he was wrapped in a blanket, and taken inside the men's hut. He never regained consciousness, and next day died. Great interest was made to secure Palmer's acquittal, and it was proposed that one Jim Davis, who had informed against him, should be indicted for perjury. That, however, the presiding judge disallowed, stating that he had not the least doubt of Palmer's guilt, and was sorry the evidence was not strong enough to warrant conviction.

Until within a recent date the inlet beaches at Cuttle Cove, where the shore whaling station stood, were thickly strewn with whalebone and whale station refuse. For the manufacture of bone dust, these have all been carefully collected and shipped away.

Te Whara Beach, in the inlet, was the scene of a severe Maori conflict between the two great southern tribes—Ngatimamoe and Ngaitahu. It occurred late in the second decade. Those who visited the inlet some years ago can recall this beach was littered over with human bones. These, it is said, were carried away along with the whalebone refuse, and for a like purpose.

A stalagmitised human skeleton was discovered a few years ago in a cave at Cavern Head, which is only accessible from the sea in fine weather. The theory is that, on making his escape from the aforesaid conflict, he took refuge in the cave, where he got imprisoned, and perished—the body becoming petrified as stated. The mummification was unfortunately destroyed, but the evidence of its find is incontrovertible.

During the shore whaling days of the inlet, Preservation appears at times to have been a busy seaport. Sydney Shipping Register, October 22, 1839, reports:—Arrived from Preservation Bay, on Sunday last, from whence she sailed on the 4th inst., Success, 82 tons (Captain Catlin), with 52 tuns black oil, and 2 tons whalebone. She reports no fewer than six whalers in and about the bay.

CHALKY INLET.

Captain Edwardson, of the cutter Snapper, largely engaged attending seal gangs in this inlet—the upper reach of which is still known as Edwardsons Sound—communicated the following extraordinary coincidence to the Collector of Customs (Sydney):—During 1813-14 he had his first gang working the

head of the bay. There was then a river of large volume, with a fall (40 or 50 feet) to the sound, opposite the beach on which his party camped. The length of the river was from two to two and a-half miles, fed by a lake; his men reported having visited several times, in quest of eel, ducks, etc. After a few months' residence, the party withdrew, and, again, after four years' absence, when the rookeries were expected to be replenished, the place was revisited. No one is known to have been there in the interim; the few camp appliances left on the ground remaining intact. The river, in the meantime, had entirely disappeared, and no new channel or outlet was found. The sound at the upper end terminated in a lagoon, which had all the appearance of silting up. Between the sound and the lagoon there was a narrow, intricate passage, through which the tide rushed at high-water, and the surplus water discharged itself at low tide. It was not sufficient for the passage of a small boat; being little more than a mere crack. Having spent the best part of two days on the lagoon shooting, Captain Edwardson could speak positively as to the change which had come over it on his return in 1820. It was so great that he was at first disposed to doubt the evidence of his own eyes. It was then opened out into a large lagoon-harbour, with a deep-water entrance channel, large enough for the accommodation of a whale ship. Instead of one head-stream as formerly, two good-sized rivers now fed the lagoon, so that the aspect of affairs had completely changed. Captain Edwardson's idea was the lake had broken out in an entirely new channel, running in amongst the hills, and that, instead of discharging its waters as formerly into the sound, it now found an outlet to the lagoon, and that was what had produced the second river or head-stream. Even then, the opening out of the entrance channel to the lagoon, which, from being tortuous, had become almost straight, remains unaccounted for. Evidently the convulsion which wrought so much havoc amongst the seal islands must have been severely felt at this place.—Patriot (Hobart), December, 1820.

The period indicated by the foregoing was one of exceptional activity along the earthquake-belt of the Pacific and South Pacific. El Mayon, in Luxon, one of the Philippines, erupted fiercely. The date is given as 1814-15, and is filed as a memorandum in Sydney Record Office. We are told:—It was preceded and announced the night before by frequent earthquakes, concluding next morning with a terrible shock. After this, the volcano was seen to immediately throw out an immense pyramidal cloud of smoke, black at its base, but of many colours in the middle, where the rays of the morning sun fell on it, and ashy-grey in its upper part. After another terrible quake-shock and loud thunderings, the volcano commenced throwing out immense streams of lava. The atmosphere became suddenly dark, and the flashes of lightning were incessant. Then, in the darkness, great and hot stones and hot ashes fell. These reached for many miles about the base of the mountains, and horses and cattle were killed in the fields. The villages were fired by the red-hot stones falling, and the people were crushed or suffocated as they attempted to escape. The rain of hot stones and ashes lasted for three hours, and the darkness for five hours. Twelve thousand people were killed, and many flourishing villages destroyed, and their sites buried and lost beneath the ashes. This was so deep in some places at the base of the mountains that trees were buried out of sight. The Spanish curate of one of the villages, Father Juan de la Torre, survived, as if by a miracle, and wrote the following account:—I was able to save my life by crawling under the trunk of a cocoanut tree, which was bent over, forming a little shelter. There I lay without my hat, and passing through a thousand dangers. I was accompanied by two wild boars, which had fled from the forest, two swine from the village, a crow with its wings stretched out, and a poor rat trying to protect its young. The eruptions of El Mayon are said by the natives to have been preceded by underground noises, and mutterings like distant thunder. These were accompanied by tremblings of the earth, while the cattle and other animals fled from the mountains.

Dark Cloud (Chalky) Bay seems to have had a fairly good traffic during the early part of the thirties. July 7, 1831, Captain Briggs, of the Dragon, reported the Elizabeth, with 1600 barrels of oil, Courier (300), William Stoveld (700), and that the Juno had just left, a full ship. On this occasion the Dragon returned to port a full ship. In view thereof, Sydney Gazette, from which these particulars are extracted, congratulates Australian whaling establishments on "this splendid addition to their riches." It is significant that, while the Elizabeth entered in at Sydney, February 1, 1831, with 361 tuns, we find her again, in less than six months, reporting the handsome freight noted above. She is described as the richest whaler that ever entered Sydney Harbour.

DUSKY SOUND.

Dusky Sound, designated "Dusky Bay," figures largely in the Records. That is in a measure due to the fact Captain Cook's lengthened stay therein brought it prominently into notice. In a Parliamentary committee of 1838, the Hon. E. Barrington says:—"There is a settlement of 200 or 300 English, who are represented of late as sufficiently numerous to defend themselves against the natives at Queen Charlotte Sound, in Cook Strait. We hear also, on what I consider satisfactory authority, that there is forming a sort of nucleus for a very discreditable kind of establishment in Dusky Bay, which is to the south of the Southern Island again, so that the population is pouring in on every side, and completely out of the influence of the missionaries, who have been able, at anyrate, to keep them in some kind of check." What is here mentioned as a discreditable establishment alludes to

A PIRATICAL NEST,

which is known to have rendezvoused in the sound. In August, 1828, the brig *Cyprus*, conveying 31 convicts, under a corporal's guard, from Hobart Town to Macquarie Harbour,—the latter being rigorous or secondary punishment settlement of the day—was seized and taken possession of by the convicts. She was in command of a skipper named Carew. Getting becalmed in Recherche Bay, on the Tasmanian coast, after allowing the irons to be taken off certain of the convicts, he and the surgeon-superintendent went in the ship's boat to fish. A seaman named Swallow, whose name afterwards became popular as the "Bold Captain Swallow," had distinguished himself as a daring and withal skilful seaman. On a prior occasion, when the vessel was in imminent danger and every soul on board expected death, he volunteered to cut adrift the rigging, which had been shattered in a severe storm. Being a bold, intrepid, rowdy character, despite his good services, he got into bad grace with the convict authorities, and was despatched per *Cyprus* to the more rigorous settlement. Headed by Swallow, the guard was overpowered and driven below. They were then disarmed, and sent ashore on a wild, desolate part of the coast. The ship's crew and thirteen convicts elected to leave the vessel. Swallow, who took command, allowed them a quantity of ship's stores, and afterwards voluntarily sent further supplies, which, considering what the ship carried, was deemed handsome. After enduring considerable hardship, the shore party was rescued, and returned to Hobart. Meantime, Swallow and the others set sail. As soon as they lost sight of land, a course was steered for New Zealand. Reaching its coast, they esconced themselves in Dusky Bay, where they rendezvoused for a time, until all probability of pursuit had been abandoned. Some of the party remained at Dusky in the avowed character of a seal gang. The others proceeded in the *Cyprus* to the Friendly Islands, thence to the Islands of the Japanese. Eventually the *Cyprus* reached China. The account they gave of themselves being suspected, they were seized and brought before a committee of supercargoes, who handed them over to an English man-of-war. Hobart Town Courier, July 24, 1830, supplies the sequel:—"News reached us by the *Nimrod* that our colonial brig *Cyprus*, which was piratically carried away from Recherche Bay, after visiting New Zealand, reached Canton, where, being overhauled by a King's ship, and her papers not being able to bear close scrutiny, and other suspicious circumstances appearing, the crew were placed under arrest. One or two of the number came forward, and disclosed the whole matter. In consequence, the men were put in close confinement, and with the vessel, may be expected back in Hobart Town, under convoy of one of the sloops of war on the Indian station."

Another vessel "cut out" at Hobart concealed for some time in the sound. Subsequently she was run ashore at Java. The runaways proceeded to Batavia, where they were detected and sent back to Hobart.

The Trial, a brig "cut out" at Sydney, was discovered a wreck on the coast, but no account was ever got of the runaways. A fine schooner, the Eclipse, was "cut out" by convicts in 1825 at Newcastle, and was never properly accounted for. There is reason to assume the mysterious Haast River wreck had to do with that craft.

[Re Haast River wreck. In the year 1866 a piece of wreck was found in the bush, 300 feet above high-water mark, on the eastern bank of Tauperikaka, near Haast River, three miles south of Arnott Point. Portions of it were cut off and sent to Hokitika, and, upon these being examined, many suppositions were raised as to its identity, such as the possibility of its being a portion of La Perouse's missing vessels, or some missing whaler. Sealers well acquainted on the coast as late as 1840-41 were interrogated, but knew nothing of the wreck, nor had they previously heard of its existence. That is the only wreck on these southern coasts remaining unaccounted for.]

Sydney Customs Records of November 26, 1814, report:—The brig Campbell Macquarie (Burnett, master), arrived here. She reports having left the Matilda (Fowler, master), at Otaheite, with a short crew, having lost 14 of his men on the south-west coast of New Zealand, together with three of his boats. One was stolen by the natives, another was carried off by six of his crew of Lascars, supposed to be rendezvousing in Dusky Bay. The third was sent with his chief officer (Brown), two Europeans, and five Lascars to Cloudy (Chalky) Bay, all of whom are supposed to have foundered, as no tidings were got of either boat or crew. Latterly the ship's provisions became so scant that only half a pound of potatoes were allowed per day.

THE NOTORIOUS BLACK GOFF

referred to in the annexed furnishes a character sketch of the period. He escaped in a whaler from Sydney Cove, and after rousing among the seal islands, put in appearance at Dusky Bay, where he made himself notorious as leader of a piratical gang. His name figures amongst the list of prisoners illegally at large, published in the felonaries, 1816-17. He and his party boarded a whaler, and nearly succeeded in securing it. Sydney Gazette, February 17, 1819, supplies particulars:—"A day or two after the whaler dropped anchor in one of the Dusky Coves, Goff and his men appeared, representing themselves to be sealers employed by Sydney firms. The skipper detected something contradictory in their statements, which put him on his guard, and, without exciting suspicion, their movements were closely watched. They stated their camp was on an island at some distance, and, on taking their departure, promised to return next day, and lend a hand watering the ship. Being still suspicious of his visitors, extra watch was set, and other preparations made against surprise. Events proved these were not in vain. Early next morning before daybreak, the watch was alarmed seeing a man climbing up the chains. The preconcerted signal was given, and just as the intruder got in over the rail, he received a charge of shot, which stretched him on the deck. His comrades, finding the ship prepared, got back into their boat, and pushed off. A volley of musketry was sent after them, but in the darkness it was supposed to have gone wide of the mark. When they had leisure to look to the victim of this rash enterprise, he was found to be dead. Being well armed, we may infer that, had the ship been taken, not a soul aboard would have been spared. Not feeling safe in such dangerous proximity, the whaler coasted away further south, where she reported the misadventure to Captain West, who brought these particulars to this port."—Sydney Customs Records.

A few years thereafter, Goff was retaken, and being deemed a most dangerous character, was shipped to Norfolk Island. This must have been the year 1825. Norfolk as a penal settlement was abandoned between 1807 and

that year. An MS. history of the island in Hobart Museum, under date October 1, 1826, furnishes the following:—"An investigation took place, in the presence of the officers of the island, to ascertain the cause of the mutiny, when it appeared clearly and satisfactorily, from the evidence given, that prisoner Thomas Goff, with a few others, had induced the remainder of their fellow-prisoners, by their deceitful counsel, to revolt. Goff, better known as "Black Goff," was himself the murderer of Corporal Wilson, and his chief accomplices, who were yet at large on Philip Island, were those who wounded the two privates. Goff had persuaded his companions that if they could obtain possession of the boats and provisions, he would be able to reach a large tract of land, not more than one hundred miles distant to the northward of the island, and from thence their escape would be easy, from the number of vessels passing that way. He assured them he had been there and witnessed vessels—particularly American vessels—and their boats ashore at that place. This plausible story succeeded so far as this wretch wished, whose real intentions were, with a chosen few, to seize the best of the boats and all the provisions, and endeavour, with their booty, to reach New Zealand, thereby leaving his betrayed companions to their fate on Philip Island. But the determined and decisive pursuit of them the morning after the mutiny by Captain Donaldson and his party, and the retaking of the boats and provisions, prevented the diabolical intentions of Goff succeeding. To secure this man and bring him to justice was the determination of the commandant, and on November 28 he, with a select party of military, again landed on Philip Island, before daybreak, and secured the path to the peaks. He then commenced a vigilant search for the mutineers (25 in number), and after several hours they discovered and pursued them. From their conduct, it appears evident they had seen the boat, and therefore knew they were sought for, and as their old retreat to the peaks was cut off, they made for the cliffs, and in this situation they well knew they could not be successfully attacked, and from their knowledge of the localities they could reach retreats not safe for the pursuers to follow. However, towards evening, Captain Donaldson succeeded in drawing Goff and a few others from the cliffs to the interior of the island when, after a desperate resistance, Black Goff was badly wounded, and he and his accomplices secured and brought in custody to Norfolk. A few days after this, Goff, who had previously been a pirate, with four principals in the mutiny, were fully committed to take their trial at Sydney for revolt and murder. Along with upwards of 30 other prisoners they were, by a summary sentence of the commandant, ordered the heaviest irons on the island. Thus was the first attempt of the penal prisoners to get possession of the island frustrated, and tranquility restored."

"EXTRAORDINARY ANIMAL OF THE KANGAROO SPECIES."

The "Sydney Packet" (Owen, master), on her return trip from New Zealand, 1831, reports, for the information of the Collector of Customs (Sydney), one of her gangs, quartered in Dusky Bay, discovered an extraordinary animal of the kangaroo species. They were boating in a cove at a sequestered part of the inlet, and got in amongst ledges of rocks running up to the edge of the bush on a plain surface. The animal was perched on the edge of the bush nibbling the foliage. It stood on its hind legs, the lower part of the body curved into a sharply-pointed tail, the end of which trailed behind, like the skirts of a robe. In that way they calculated it stood at least 30 feet high, allowing five feet for the drag in the tail. They confirmed these calculations by measuring the height of the trees at which they had seen it nibbling. They watched for some time before making their presence known, and, being to windward, succeeded all the better. They saw it break down a heavy branch with seeming ease, turning it over, and tilting it up in search of the food. On discovering their presence, it regarded them attentively, and then, seemingly

satisfied they were not to be trusted made a spring forward to the edge of the rocks. In that one leap it covered twenty yards without making any apparently extra effort. Landing on all fours, it instantly re-erected itself, and, with a tremendous bound, dived into the water. Being somewhat dubious of its purposes, the sealers bent to their oars, and got out of the way. They lost sight of the animal for a couple of minutes. When next seen, it was ploughing its way down the sound at a wonderful speed, shearing the water asunder into fan-tailed ripples, visible in that and other effects from one side of the sound to the other. Whatever this animal may have been, three definite conclusions are based on these observations—namely, that it is herbivorous, amphibious, and its great strength lies in the tail.

DR GEORGE BASS'S VENTURES AND ADVENTURES.

Dusky Bay is in evidence amongst the earliest of the Sydney Records. In an MS. of the Record Office, George Bass, whose name is identified with the through pass between Victoria and Tasmania, writes one Captain Waterhouse, dated Sydney, January 3, 1803:—"In my letter from Sandwich Islands in May last, I told you we had been at Dusky Bay, in New Zealand; at least, I think so. I shall go to Dusky again this voyage for the purpose of picking up two anchors and breaking the iron fastenings out of an old Indianman that lies there deserted, with the intention of selling the former to the Spaniards. Of the little iron we took out that voyage, it was converted by our smith into axes, and we made a good thing out of it by selling them to the savages. Now, we shall be prepared for breaking her up." Again, on February 2, Bass writes from Port Jackson:—"I have written to you thrice from thence, since my arrival from the South Sea Islands. In a few hours I shall proceed again on another pork voyage, but it combines circumstances of a different nature also. From this place I go to New Zealand to pick up something more from the wreck of the old Endeavour in Dusky Bay, then visit some of the islands lying south of it, in search of seals and fish. The former, should they be found, are intended to furnish cargo for England immediately on my return from this trip. The fish are to answer a proposal I made Government to establish a fishery, on condition of receiving an exclusive privilege of the south part of New Zealand and of its neighbouring isles, which privileges is at once to be granted to me." A draft memorandum or communication, apparently addressed to the Governor, was unearthed from amongst the Customs Records. It is to a great extent illegible. So far as it could be deciphered, it went to show Bass's proposals were as follow:—"That he should have the exclusive right for seven years of that part of New Zealand lying south of a line drawn due east from Dusky Sound to the eastern coast, to about where Dunedin now stands; also Bounty, Antipodes, and Snares, together with ten leagues of the sea around each of these coasts." If he succeeded in establishing the industry he stipulated, he was to get an extension of 21 years. Then follow argumentative problems, seemingly put forward by Bass, in support of his application. "If I can draw up food from the sea," he writes, "in places which are now lying useless to the world, surely I am entitled to make an exclusive property of the fruits of my ingenuity, as much as the man who obtains letters patent." In a further communication from Bass to his friend Captain Waterhouse, he explains:—"The New Zealand fishery is not to be set in motion till after my return to England, when I mean to seize upon my dear Bess, bring her out here, and make a 'poissarde' of her, when she cannot fail to have plenty use for her tongue. We have, I assure you, great plans in our heads, but, like the basket of eggs, all depends on the success of the voyage I am now upon."

Bass's fisheries project came to naught. After visiting Dusky, and possessing himself of the ironwork and anchors, he proceeded in his ship, the *Venus*, to Spanish America. It was, in effect, a privateering expedition. Its terms were: "You buy my goods, or, otherwise, I open fire on your ports." It was

a time of war, and these were by no means uncommon stipulations. Arriving off the coast of Peru, the *Venus* entered the port of Callao, and opened negotiations with the inhabitants, who showed no disposition to trade. Thereupon Bass assumed the aggressive, which seemed to produce the desired effect. The corregidor, or chief magistrate, invited Bass to meet him and his Cabildo, or Council, to arrange terms. These were adjusted to the mutual satisfaction. That, however, was only a trap to get him and his ship's company into their power. They were accordingly seized, and thrown into prison. The brig was confiscated, and Bass and his officers condemned to perpetual servitude in the mines. They were made to work the azogue, or quicksilver deposits, at Guanacavelica. These mines were notorious for exuding poisonous vapours, and we can understand our adventurous Britons, sooner or later, succumbed to their fatal environments. At all events, they are not again heard of.

In a letter by Captain Cook to Captain Furneux, of the consort ship *Adventure*, dated July 15, 1772, the latter is instructed as follows:—It is recommended to you that while you are upon the southern parts of New Zealand to endeavour to procure specimens of the different stones you may find in the country, as an opinion has lately been stated that some of them contain minerals or metals.

Whereas scurvey grass, celery, and other vegetables, are to be found in most uncultivated countries, especially in New Zealand, and when boiled with wheat or oatmeal, with a proper quantity of portable broth, makes a very wholesome and nourishing diet, and has been found to be of great use against all scorbutic complaints, which the crews of his Majesty's sloops (*Resolution* and *Adventure*) must in some degree have contracted after so long a continuance at sea. You are therefore hereby required and directed, whenever vegetables are to be got, to cause a sufficient quantity to be boiled with the usual allowance of wheat or oatmeal, and portable broth every morning for breakfast for the company of his Majesty's sloop under your command, as well on meat days as on banyan days, and to continue the same so long as vegetables are to be got, or until further orders. Afterwards you are to continue to boil wheat or oatmeal for breakfast on Mondays, as directed by my order of the 6th of December last, but you are to discontinue to serve the additional half-allowance of spirit or wine mentioned in the said order. Given under my hand, on board his Majesty's sloop *Resolution*, in Dusky Bay, this 28th day of March, 1773.—J. COOK.

[At the date these instructions were issued Captain Furneux was lying in Queen Charlotte's Sound. The ships had separated in a fog, February 8, 1703, near Kerguelen Island. Four months thereafter they rejoined each other at their winter quarters in Queen Charlotte's Sound. The letter of instructions in that case must have been antique before it reached its destination. We may take it for granted it was the first document dating from Dusky Sound.]

DUSKY SOUND WRECK.

[The "old Indiaman" referred to above is the remains of a Sydney Cove nondescript, the *Endeavour*, traces of which are still found in Facile Harbour. Speculation has from time to time been rife as to its original. Wild theories have been put forward, the latest being that it is the remains of the *Endeavour* sailed by the illustrious Captain Cook. She is nothing more than an old transport that brought out a cargo of convicts to the Cove. Being in a state of starvation, the convict authorities chartered her to obtain supplies, and visit Dusky en route. Arriving there, she was so completely waterlogged that she had to taken into Facile and scuttled. Data thereanent annexed.]

Captain Bampton to Lieutenant-Governor King, dated, "Snow, Fancy, off Norfolk Island, Jauary 19, 1796. I beg leave to acquaint you that I sailed

from Port Jackson in the *Endeavour* with the *Fancy* September 19, 1795, but having unfortunately suffered the disaster of the *Endeavour* being shipwrecked, and having only a few days provisions of rice alone to subsist upon, and that at half allowance, under such unfortunate circumstances I have taken the liberty of requesting your humane assistance for such necessary supplies as I stand in need of, and his Majesty's stores will admit to enable me to return to India. I also beg leave to inform you that I have between 25 and 30 people who secreted themselves on board the *Endeavour*, unknown to me or any of the officers, whose time of transportation is not yet expired. I therefore hope you will be so kind as to send boats and a guard to take them on shore; as likewise, a number of others whom I permitted by leave of Governor Hunter to have a passage to India, but, from my unfortunate situation, cannot take them farther.

A despatch, dated Norfolk Island, January 19, 1796, reports:—I have the honour to enclose lists of persons landed here from the *Fancy* (Snow) and *Providence* (schooner). They are real objects of pity, being so debilitated from extreme hunger that it will be some time before any labour can be got from them. Captain Bampton informs me that in Dusky he left a schooner of 60 tons almost built, which may be expected here with the remainder of the people belonging to the *Endeavour* in about three weeks. It may be necessary to explain, the loss of that ship was occasioned by stress of weather, which compelled the master and officers to run her ashore at Facile Harbour, Dusky Bay, where she lies bilged. Such stores belonging to the wreck as could not be taken away by the three small vessels are left at Dusky Bay in store-houses, under the care of four men who are to remain there, until a vessel can be sent from India to take them off.

A despatch, dated Sydney, January 10, 1798—the Governor of N.S.W. to the Home Office—reports further on the subject:—In the accounts received from Norfolk Island, an American scow—the *Mercury*—which had refitted here, having called in there (Norfolk Island) and landed 35 people left at Dusky when the ship *Endeavour* was lost about twenty months before. As I had long been apprehensive some of these people might still be in that melancholy situation, upon the master of this American having offered to go thither and take off such people as he might find, and land them on Norfolk Island, on condition that I would permit his taking from the wreck what stores he might want, I refused my sanction to his taking anything from the wreck, but said he might make what terms he could with the people he might find belonging to her, and that I would give him a letter to the commanding officer at Norfolk Island to permit his landing these people. This service he has performed under many difficulties, and has sent me a copy of his agreement with these unfortunate people, whose deplorable situation for so long a time had given me so much concern.

Despatch, Lieutenant-Governor Grose, dated Sydney, September 3, 1793:—The vessel sent in frame by the Pitt has at length been put into the water. . . . She will sail for Dusky Bay, in New Zealand, immediately, in order to ascertain how far that place, which, I understand, possesses all the advantages of Norfolk Island, with the addition of a safe harbour and seal-fishery, may tend to the benefit of his Majesty's service, as connected with these establishments.

Saunders News Letter, of date July 15, 1793, publishes a letter dated from Norfolk Island, November 19, 1793. The able and painstaking F. M. Balden, Esq., editor of Sydney Historical Records, in a marginal note, attributes it to Mr Thomas Jameson, assistant-surgeon to the settlement. Therein it is stated:—The *Britannia* is chartered to bring provisions, etc., for this colony

from Bengal. Captain Raven sailed from Port Jackson in October last for Dusky Bay, where he left a party twelve months ago, to kill seals. On his return he found them all well, and they had about 4590 sealskins, although they were very deficient of tackle to kill them with. During their stay at this bay they built a small vessel of 150 tons burden entirely out of the wood of the country, which, they say, is equal to the English oak, and grows in great abundance. The bay is large, commodious, and well sheltered from the winds. During their stay at the bay they caught such an abundance of fish, and a kind of wood-hen which cannot fly, having no long feathers in its wings; and they had scarce any occasion for their salt meat all the time they remained there. They saw no natives, but, on one of their excursions into the country, they found a fire in a small hut. They left some axes, etc., on a tree which lay in front of the hut, but the natives had not removed them when they left the island. They speak so highly of the country, for the goodness of the soil and the fine timber with which it abounds, that it may be an object to Government in course of time.

DUSKY—A DANGEROUS LOCATION.

So bad was the repute Dusky Bay rendezvousing became that it was literally unsafe to be found in the vicinity. In 1882 the American, General Gates, left a seal gang in one of its reaches, who appear to have had some difficulty with the natives. A few weeks afterwards, the inlet was visited by the Elizabeth (Goron, master). In absence of the master, the General Gates's gang visited her, with the benevolent purpose of putting her crew on their guard against surprise. The party consisted of seven—five Europeans, one American, and a Maori. They told the person in charge that the natives were very hostile to the crews of vessels and gangs, and that a party of them had lately killed four of their number. They further stated that one of their boats, cruising among the islands in search of seals, had been taken by the natives, but that the crew, together with the chief officer, the American aforesaid, managed to effect their escape. When Captain Goron returned on board the facts were recounted to him. Meantime, the gang had left for their own quarters. Goron, suspecting their bona fides, proceeded on shore with his boat's crew, took the men prisoners, and brought them to Sydney. Sydney Gazette, January 23, 1823, reports that when brought before the magistrate, Goron wished to impress on the Court that he had just cause to suspect they were runaway convicts, now turned pirates, in our seas. One of the men avowed himself to be an escaped prisoner of the Crown, but the others asserted their freedom, which no one was prepared to deny. They said there was not the smallest doubt but that Captain Riggs, of the General Gates, would come after them as soon as information reached him of the event, which no doubt had now occurred, from the gangs that Captain Goron stationed on the spot. The free men were directed to be remanded till ample satisfaction could be procured as to their actual freedom, and the prisoner was ordered into custody. With regard to the conduct of Captain Goron on the novel occasion, the magistrates, at this stage of the proceeding, could not withhold expressing their entire disapprobation at the perpetration of such an act.

The Customs Records announce that the Elizabeth brought 1500 sealskins, after a short voyage, cruising amongst these sounds, so that, at this time (1823), seals must have been numerous. Further, in support thereof, we find: March 3, 1825, the Elizabeth, then in charge of one Brooks, entered in at Sydney, direct from Dusky, with 3000 fur skins, said to be the "most finely" preserved sample ever brought to hand.

In 1831 the regular trader Prince of Denmark brought a quantity of mineral from New Zealand, which seems to have attracted notice. Be-

ing a Southern New Zealand trader, it was known the metal came from some portion of the south coast, but a great deal of reticence was observed as to the exact locality. Drs Malcolm and Boston, assisted by Mr Mchaven, of Sydney, made the following analytical test, which is published in Sydney Gazette, December 31, 1831:—"Platina, 5.000; rhodium, 2.075; palladium, 0.400; iridium, 0.025." The Gazette of January 5, 1832, has the further announcement that Messrs Wyre, M'Laren, and Whyte chartered the schooner Admiral Gifford to carry down miners and machinery for working the ore. A Customs entry of the date details that the Admiral Gifford would go direct to Dusky Bay, and afterwards proceed eastward along the coast for relief of sealing gangs at work in Foveaux Strait. [We therefore conclude Dusky Bay was the scene of the reputed mineral discovery.]

BRIG ELIZABETH AND CAPTAIN STEWART.

In the light of contemporary record, certain palliations put forward in extenuation of Captain Stewart, of the brig Elizabeth, are not substantiated. An attempt has been made to prove he was a victim to circumstances, and that zeal in his employer's interest suffered him to outrun discretion. So far from being a victim to circumstances, the letter written by his indiscreet friend, Captain John Briggs, of the Dragon, now published for the first time, proves conclusively the enterprise was entered on with due deliberation, and after all its eventualities had been carefully considered. In his zeal on behalf of his friend, Briggs implicates himself in a manner in which the historical narratives of the transaction never sought to do. It was known Te Rauparaha made overtures to Briggs, who was then on the coast, and that, after some hesitation, he declined being a party to the charter. History has been more merciful to Briggs than Briggs has been to himself. His declination is attributed to a sense, on mature reflection, of the enormities of the proceeding. No such consideration weighed with him. In a jaunty epistle, that proves the callous nature of the man, he tells that he offered to convey "the Robulloh," the name Te Rauparaha was known by, the Vandemonian, and two of his best men, to Bank's Island, and to give them an opportunity of securing that monster, but the Robulloh did not think fit to trust himself with less than twenty of his people, and that would have given him more power in the vessel than he (Briggs) chose to part with. Under these circumstances, it will be seen, Briggs has no right to the humanitarianism New Zealand historians accord him.

As to zeal in his employer's interest, that theory was backed by the plea that, on reaching New Zealand, Stewart found the articles brought for barter utterly useless, and, being in danger of returning to Sydney with a clean ship, the offer by the natives to load a cargo of flax was temptation, under the circumstances, sudden and irresistible. Neither of these arguments are sustained by the Records. Sydney Customs entry of her ill-omened trip to New Zealand, August 24, 1830, reads thus:—"Elizabeth, 236 tons, (Stewart, master), for New Zealand, with 4 cases and 18 muskets, 2 kegs flints and balls, 2 bales slops, 2 kegs gunpowder, 1 bundle hardware, 5 baskets tobacco, and general whaling stores." Strange to say, this is the only vessel cleared for New Zealand during 1830-31 that did not carry grog in one shape or another. In other respects, its outgoing cargo was that of the period. The following is one week's shipping trade—Sydney to New Zealand—adduced in corroboration thereof:—

Darling (schooner), 37 tons (Stewart, master), for New Zealand, with 4 bales woollens, 1 box leather, 9 cases muskets, 8 cases ironmongery, 1 case hardware, 1 box oil, 32 casks powder, 1 box colonial pipes, 1 puncheon rum, 5 baskets tobacco, and stores.

Elizabeth (brig), 130 tons (Brown, master), for New Zealand, with 3 cases muskets, 5 casks gunpowder, 1 puncheon rum, 5 baskets tobacco, and stores.

Currency Lass (schooner), 90 tons (Buckle, master), for New Zealand, with 1 keg tobacco, 1 case gin, 6 cases muskets, 16 casks gunpowder, 1 case cutlery, 1 package bullets, 1 case hardware, 1 bale blankets, 2 cases colonial pipes, and stores.

Dart (cutter), 21 tons (Spooner, master), for New Zealand, with 3 kegs tobacco, 1 hhd rum, 2 casks beef, 10 bags biscuit, 30 bags flour, 1 chest tea, 3 bags sugar, 2 casks powder, 2 cwt lead, 1 case muskets, 1 bundle pistols and cutlasses, 1000 flints, 1 hamper cheese, 1 box tobacco pipes.

Juno (brig), 212 tons (Paterson, master), for New Zealand, with 7 baskets, 3 kegs, 1 skin tobacco, 1 puncheon rum, 8 mats sugar, 8 boxes tea, 3 bags rice, 1 bundle spades, 1 ton salt, 1 ton lead, 11 cases muskets, 15 casks powder, 2 cwt shot, 4 packages ironmongery, 2 bales slops, 1 case tobacco pipes.

These show there could have been no foundation for the opinion Stewart took an ill-assorted cargo. What otherwise negatives that theory is, that, although the consideration bargained for—namely, a cargo of flax—was not rendered, the brig returned, bringing a cargo of 30 tons, and we may infer that represented the produce of her barter.

The inward entry is recorded in Sydney Customs, January 18, 1831:—Friday last, the brig *Elizabeth* (Captain Stewart) reached the Cove. She brings 30 tons flax, and the following passengers:—A. Kemiss, Esq., and J. B. Montefoir, Esq.—Lamb, Buchanan, and Co., agents; Cooper and Levy, consignees.

February 27, 1830. New Zealand flax is quoted by Hobart Town Courier at £32 5s to £33 per ton; and on April 14, 1831, Sydney Gazette reports a contract by Government for dockyard supplies at £43. We therefore conclude the *Elizabeth's* in-brought cargo was worth £1000.

In 1831 thirty-three trips were made from Sydney to New Zealand in the flax trade; the total import being 1062 tons, so that 30 tons by the *Elizabeth* was fairly well as an average cargo.

Stewart and Briggs appear to have left New Zealand about the same time. Briggs sailed for Hobart, while Stewart, as stated, returned to Sydney. Briggs seems to have been a bombast, who delighted in making himself the hero of a harrowing tale. Arriving in Hobart, he lost no time in communicating particulars to a journal, the *Tasmanian*, which, on January 28, 1831, a day or so before Stewart reached Sydney, published the following fanciful and, in other respects, sickening narrative of the the event, commencing, it will be observed, with a narrative, purporting to be a statement of affairs, leading up to the Stewart escapade:—

Hecho (Te Hike), the New Zealand chief, is a remarkable, fine, young man, about 25 years of age. He is six feet four or five inches in height, and perfectly well proportioned. He is the son of a chief who is spoken of as "The Payie" (Te-Pahi), who was taken to England some years ago, where, having received great attention, upon his return he declared himself enemy of all those of his country who should attack any English vessel or injure any Englishmen, of course, beyond the mere practice of thieving, which, as we know, is the vocation of these islanders. Some years ago, a chieftain of the south-eastern coast had killed and eaten Captain Downie (elsewhere named Dawson) and the crew of the brig *Samuel*, a vessel which had been trading there, bartering muskets, powder, and balls for flax and other produce; but, being either over confident or unguarded, his vessel was captured, and himself and his crew eaten. The same people it was who succeeded in taking a midshipman and a boat's crew of H.M.S. *Warspite*, commanded by the late Sir John Brisbane, who were killed and afterwards eaten, as a mere matter of course. To avenge these atrocities committed upon Payie's friends and allies, the English, that chief and the Robul-loh went, in 1822, with a strong body of their people, and, taking the former by surprise, killed and ate all they could find, destroying all before them of the unfortunate clan, who, in their turn, furnished food for their cannibal appetite. Glutted with blood, but still hankering for more, they landed upon Bank's Island with the same horrible intent. But here they met with a check. The chieftain, who was called the "Marinewie" (Tama-i-hara-nui, or, shortly, Haranui), was prepared for their reception; a battle ensued, in which the invaders were defeated, with the loss of the "Payie," who, being taken by the "Marinewie," was by that chief killed and eaten, as was also an Englishman named Smith, who had joined the allies in their predatory excursion. The Robul-loh escaped, and, on his return to his native place, united with "The Hecho," the son of "The Payie," who had succeeded to his eaten father's throne, in his determination to avenge the former disaster. Thus matters stood until about the middle of last year, when Captain Briggs, in the *Dragon*, arrived at the territory of these allied chieftains. Their first attempt was an endeavour to induce him

to accompany them in an expedition, which they had been for some time preparing, against the "Marinewie," promising him that, if he would join them herein, they would furnish the ship with a full cargo of flax. They were by no means unskilful diplomatists. They urged that "The Payie" had been in England, and was the friend and avenger of the English—that the "Marinewie," who had killed and eaten him, had also killed and eaten more white men than any other New Zealander whatever,—and they promised subsidies in return for the essential services they well knew they should receive from the commander of such a vessel as Captain Briggs, of the Dragon. They did not, however, succeed. Briggs refused to be associated in such a horrid enterprise. Not so, however, the commander of another British vessel, which happened just then to arrive upon a trading voyage. She was a fine brig of 263 tons, whose name and that of the commander we forbear, for the present, to insert. The two chiefs agreed with this person that his ship should convey them and their people to the country of Marinewie, where the war was to be carried on to utter extermination. On October 29, last year, the expedition sailed; there was a fine fleet of war canoes, and the two chiefs, with about 100 picked warriors, on board the English brig. Captain Briggs remained at the anchorage procuring, by the usual means of barter, a cargo for his vessel. On November 17 the expedition returned, having been entirely successful. Marinewie had been taken by surprise, his whole people destroyed, except such as fled into the interior, beyond the reach of pursuit, and himself, his wife, and daughter—a beautiful girl of fifteen—taken prisoners. The captain of the English vessel stated that, on their arrival at Bank's Harbour, Hecho and The Robulloh caused all their people to conceal themselves down below. That Marinewie sent immediately on board to negotiate for the trading, which he, of course, supposed was the cause of the Englishman's arrival. He demanded two double-barrelled guns, by way of tribute to himself, for permission to open the trade. This was granted. Their trade commenced, and Marinewie, not suspecting the fate which awaited him, confiding fully on the Englishman's honour, went himself on board to visit him. After he had been seated in the cabin a short time, Hecho and Robulloh jumped upon him from their place of concealment, as did their people upon all those who had attended him on board, and, seizing him by the hair, explained to him his situation. The scene which followed is too dreadful to describe. Under the cover of the night, The Robulloh and Hecho and their men landed from the ship, and, having succeeded in capturing the wife and daughter of Marinewie, they sent them on board; and a work of death ensued, utterly unspeakable and indescribable, for the horrible cruelties which were perpetrated. The whole population of the place who did not escape were killed, except about fifty, reserved to be taken back to be sacrificed at the bloody feasts of triumph which awaited their return. At daylight in the morning, the victors were seen actively engaged in cutting up and preparing for the steam kettle the dead bodies of the slaughtered victims of the night. The crew of the vessel described the horrors, which they witnessed, as, beyond anything—dreadful. The whole of the day was occupied in salting and packing in baskets heads and bodies to be conveyed back. Amongst the victims was a fine young woman near her accouchement, who was cut open, her unborn infant extracted, her head and part of her body salted, and the remainder, in the presence of the captain, officers, and the whole crew of a British vessel, given to their pigs. On November 11, the brig having arrived with the cargo of human flesh, living and dead, at about 11 a.m. preparations were made for the triumphal landing. And here a peculiar feature in the character of the New Zealanders was exhibited. Ferocious as appears to be the male character, that of the female appears in strong contrast thereto. Not a single female was on the beach to receive either husband or lover (for such there are even in the most savage state, and the New Zealanders seem to be eminently susceptible of the tender passion), not a child to welcome its parent, not a father to welcome his son. All was silence, and, except as respected the cannibal warriors and the dead mutilated remains of their slaughtered victims, solitude. The prisoners were landed, and ranged,

seated on the beach; their conquerors having brought on shore in baskets the salted bodies of the victims of their ferocity. Each basket is of sufficient size to hold a human body, cut up into pieces; of these there were, according to Captain Briggs's calculation, about one hundred. The war dance then commenced. It is the most frightful idea of rejoicing any human mind can convey to itself. The warriors entirely naked, their long black hair, although matted with gore, yet flowing partially in the wind; in the left hand, a human head; in the right, a bayonetted musket, held by the middle of the barrel. Thus, with a song, the terrible expression of which can only be imagined by being heard, did they dance round their wretched victims, every now and again approaching them with gestures, threatening death under its most horrible form of lingering torture! But they did not inflict it. None of them were killed. All were apportioned among the conquering warriors as slaves, one old man and a little boy excepted, who were sentenced to be sacrificed to their demon of vengeance! The feast was then prepared, at which these two victims were to be killed and eaten. It consisted of about one hundred baskets of potatoes, and a sort of green vegetable of delicious flavour, and equal quantities of whale blubber and human flesh. Everything being arranged, the old man was brought forth horribly accoutred for death, having affixed round his neck the head of his son, whose body formed part of the infernal feast there exhibited. Here, for the first time, to the disgrace of the female character, a few women appeared. Some few, wives or mothers, whose husbands or whose sons had been in their turn killed and eaten, approached the poor old man, and, plucking the hair of his head and of his beard, pricking him with the teeth of some fish or other animal, inflicted upon him every possible bodily torture, while the invention of their demoniacal countrymen were doing their best to agonise his mind! Captain Briggs, who witnessed all this, determined to save the poor old man's life, and that of the boy, who was also to be sacrificed, if such could be done, by either force or price. The boy was brought forth to die. A man had the axe extended over his head, and was about to cleave it in twain, when Captain Briggs, at a hazard which may be easily understood, seized him, and, by threats and entreaties, the risk of which at such a time he cannot now contemplate without shuddering, obtained the life of the boy altogether, and that of the old man for the time! The next day he was taken to another place, where his doom was sealed with every circumstance of horror and atrocity. The boy still lives. Captain Briggs paid the ransom of his life in muskets and gunpowder. He conveyed him in safety to his ship, and he is now here in Hobart gratefully acknowledging his obligation to the worthy man who saved him from death. In the meantime, the bloody banquet went on; Hecho, "The Robulloh," and the rest devouring the contents of the baskets we have described with the greatest delight. The manner in which the bodies had been salted at nearly the hottest time of the year had been too imperfect to prevent the process of decomposition from proceeding to so considerable an extent that the worms crawled from the putrid flesh as it was devoured! It was a horrible sight! Captain Briggs had the curiosity to open one of the baskets which was near him. It contained the head and body of a beautiful young female. One of the officers of the ship, who was with him, had resolution enough to dissect the breast away with his pocket knife, he wrapped it up in his handkerchief, took it on board the Dragon, put it into spirits, and presented it to a gentleman in Hobart Town, in whose possession it now is. While this dreadful scene was going on, Marinewie was confined in irons in the forecabin of the English brig, of which we have spoken. On the passage from Bank's Harbour to Cook Strait, this chieftain and his wife, well knowing the dreadful tortures which awaited them from their ferocious enemies, took an effectual method of preventing their daughter from undergoing the sufferings to which they knew she was condemned. They strangled her. The captain then placed both Marinewie and his wife in irons, to prevent them also destroying themselves. They were landed on November 12 by The Robulloh, and conveyed from the coast some short distance into the interior. Captain Briggs was not able to ascertain their fate, but

we understand that it was intended that, after they had been despatched with all the torture usual in such cases, the heart of the *Marinewie* should be sent to be eaten by Hecho's mother, the widow of Te Pahi, who had been eaten by *Marinewie*; that The Robulloh should eat his brains, Hecho his eyes, Hecho's sister his tongue, and that the rest of his body should be sent as presents to the chiefs in the interior.

[Briggs does not seem to have considered these graphic details sufficiently harrowing, and, accordingly, we find him returning to the charge in a subsequent issue of the *Tasmanian*. There, as if afraid of losing any personal interest in the exploit, he indited in his own name the epistle referred to, which the *Tasmanian* prefaced and published as follows:]

We have received the following letter from Captain Briggs, which, of course, we make public, as he wishes. We assure him, however, that, although much of our information relative to the abomination, consequent upon European commerce with New Zealand, was confirmed by him, and of course, we were then convinced as to its accuracy, we derived it from other sources, upon which we placed entire reliance. We understand the commander of the brig *Elizabeth*, which recently arrived from Sydney, has been subjected to some legal inquiry, as having been concerned in certain operations of war at Cannibal Islands. But it is rumoured that certain difficulties arose as to jurisdiction. There must be a mistake in this, because, by the 4th clause of the last act, the masters and crews of all British ships in particular, and British subjects in general are subjected to the jurisdiction of the Supreme Courts of both colonies as entirely as if they were resident in either of them respectively. If the master of the ship has acted as he is said to have done, he cannot complain of whatever consequences may follow. If he has not, he has been much injured by false accusation. It is a remarkable feature in this case that, we understand, a lad of some sixteen or eighteen years of age, who acted as supercargo for the charterers or freighter, issued a written manifesto of the most "legitimate Imperial character," in which the master is commanded to proceed with expedition and receive on board certain "Prisoners of State," and to co-operate in certain "Political Purposes" therein mentioned. This will be a delightful document to be produced to the Supreme Court! Briggs's letter reads:—

SIR,—I observe in your journal of January 28 last a statement purporting to be founded on some remarks furnished by me and others upon New Zealand; and, although the greater part of your statement is true, and came under my own observation, yet, in some particulars, you have misunderstood me. You give me more credit than I deserve. I did not refuse to assist The Robulloh and Hecho in subduing the *Marinewie* (*Tama-i-hara-nui*). I offered to convey The Robulloh and two of his best men to Bank's Island, and to give them an opportunity of securing that monster (the recapitulation of whose atrocities would fill a dozen of your numbers); but Robulloh did not think fit to trust himself with less than twenty of his people, and, as this would have given him more power in my vessel than I chose to part with, our conference thereupon ended. You state also that part of a female was given to the pigs in the presence of a captain and crew of a British vessel. The fact was as follows:—One of the New Zealanders, after the massacre of Wangaroa, brought on board with him (raw) the heart, liver, etc., of a woman, whom he had cut up and cooked, tied to one of the strings of the inside of his mat. After he got on the deck, the string broke, and its contents fell to the deck, which the pigs, being at hand, immediately devoured. You state that the bodies were salted. In this you are misinformed. The New Zealanders know nothing of the use of salt. They cure the flesh by means of steam ovens, which they construct as follows: They dig a hole in the earth two feet deep, in which they make a quantity of round stones red hot with dry wood, after which they take out all the stones, except a few at the bottom, over which they lay several alternate layers of leaves and flesh until there is as much above ground as below;

they then throw about two or three quarts of water over all, and confine the steam with old mats and earth so completely that in twenty minutes the flesh is cooked; it is in this way that they cook and cure all their provisions, and not with salt. The child strangled by The Marinewie and his wife, was nine years old, and not fifteen, as you state. When I asked why he committed so barbarous an act, he replied, "One die, all die." The war canoes did not proceed with the brig to Bank's Island; the fleet of war canoes were hauled up on shore until her return. The death of The Payie is not properly represented in your statement. It was not The Payie's intention to destroy Marinewie or his people, but to create a good understanding with them, for which purpose he left his armed force at some distance, and went with two others, contrary to the advice of Robulloh and Hcho (his son), within the enclosure of Marinewie's settlement to trade with them. The first and second day he returned in safety, but on the third day, when at dinner, they rose to kill him. One of the three, a strong, active, young man, succeeded in making his escape over a high fence. Smith, the white man, who was left with trade by Captain Wiseman, endeavoured to save The Payie's life, but his humane treatment was rewarded with death! Thus treacherously it was that the first and most faithful friend of the whites fell a sacrifice to the bloody-minded Marinewie. My advice to Captain Stewart was, not to take more New Zealanders on board than he could safely control; and of getting Marinewie into his hands, to send all the rest on shore with presents and assurance that it was only the chief that he wished to make accountable for the death of the white people. But he disregarded my advice, and allowed 120 armed men to go with him to Bank's Island. They wanted, as a matter of course, to do as they pleased with him and his ship. When he returned, I begged of him not to deliver up The Marinewie, but to get all the flax he could, and sail off with him and his wife to Sydney, but this advice he also rejected, stating that The Marinewie had been too long on board. This memorandum will, I hope, guide you in correcting your first statement, and lessen the odium it is calculated to cast upon Captain Stewart.—JOHN BRIGGS.

[What is mentioned in the foregoing, as the death of The Payie (Te Pehi or Te Pahi) occurred on the occasion of Te Rauparaha's second visit to the south—about the year 1827. The historical, being the Maori version, is as follows:—Landing at Waipara, he (Te Rauparaha) drew up his canoes, and marched overland to Kaiapoi, where his arrival caused the greatest consternation. He tried to quiten the alarm by assurances that his visit was a friendly one, and that he had only come to purchase greenstone. To convince the people of the truthfulness of his statement, he sent several of his officers of highest rank into the pa, and amongst them his esteemed relative Te Pahi. For many days the inhabitants of Kaiapoi treated their guests with profuse hospitality, and dealt liberally with them in their bargains for greenstone. All at once, their worst suspicions were roused by Haki-tara, who had been staying by invitation at Te Rauparaha's camp. He returned early one morning with the news that he had overheard during the night the discussion, in a council of war, for the seizure of the place, and that they might be quite sure treachery was meditated. These reports received confirmation by the altered demeanour of their guests, who grew insolent and exacting in their demands for greenstone. The Kaiapoi natives, after a short consultation, determined, in self-defence, to strike the first blow, and, at a concerted signal, fell on the northern chiefs, and put them to death. Overwhelmed with grief, Te Rauparaha embarked in his canoes for Kapiti, and next visited Akaroa in 1830, in the brig Elizabeth.]

Tama-i-hara-nui, or, as he is misnamed in the foregoing, "Marinewie," was the upoko, ariki, or heir to the ancestral honours of Ngai-te-rangi-a-moa, the noblest family of the Ngaitahu, the second great migrating tribe from the North Island, and whose artifice, if not their conquests, gave them a footing in the extreme south—Otakou and Murihiku included. Several other noble lines in descent met in his person, and that, of course, gave him further distinction. As hereditary spiritual head of the tribe, he was regarded with peculiar reverence.

The common people did not dare to look upon his face, and his equals felt his presence an oppressive restriction. Even an accidental breach of etiquette while holding intercourse with him involved serious loss of property, if not life itself. His visits were always dreaded, and his movements, when he entered a pa, watched with great anxiety. There was little in his personal appearance to denote his aristocratic lineage. His figure was short and thick-set, his complexion dark, and his features forbidding. He is described as cowardly, cruel, and capricious, dreaded alike by friend and foes. Captain Briggs's description of "Tama-i-hara-nui" as a monster, whose crimes would fill a dozen numbers of the Tasmanian newspaper, probably describes the man correctly. He early discerned the advantages of trade with the European, and he himself entered largely into the traffic. To facilitate operations, he resided at Akaroa. One fact in the narrative of his life, outside the event apropos, is that, in one of his engagements known in Native Land Court practice as Kai-whare-atua, was the first occasion in which firearms made their appearance in southern inter-tribal warfare. South Canterbury is the locality indicated. Tama-i-hara-nui's record at this time is one of treachery and rapine, which even in the annals of Maori warfare stands prominently forward. With plausible pretext, he betrayed a whole hapu, who had taken refuge in Otakou from the vengeance of their enemies; he massacred in cold blood a band of inoffensive men, whom he employed to carry the presents made to him by their tribe. These atrocities culminated in a party of Te Rauparaha's warriors being massacred at Kaiapoi—Tama-i-hara-nui, their chief man, being held responsible for the deed. Te Pahi, one of Te Rauparaha's most trusted counsellors, was of the number massacred. How far, even according to Maori ethics, this deed was justifiable, is disputed. Te Rauparaha's visit on that occasion was professedly pacific; still it was open to suspicion, and it was on that suspicion the Kaiapoians acted. Thereafter Te Rauparaha hurried back to Kapiti, his island fortress, and after brooding over the affair at Kaiapoi devised the plan for its revenge, which involved Stewart and, as we now see, his friend Captain Briggs.

These facts go to show that, in accordance with Maori custom, the war waged against Tama-i-hara-nui and his tribe was provoked. More than that, there is some justification for the opinion that, on the score of natural justice or retribution, reprisal of some kind or other was demanded. It may therefore be urged on behalf of Stewart that he aided in a right cause. How far he was justified taking part therein is another question. He simply entered into a charter-party for transport purposes, and charter-parties of this nature are of common occurrence under civilised auspices, and at the time it was entered into there was no law prohibiting such. The law on that point did not make its appearance for at least a year afterwards. With what transpired on the voyage back to Kapiti it was, no doubt, a horrid orgie; but it must be borne in mind the vessel was, to a great extent, in the power of Te Rauparaha and his followers, and it is doubtful if Stewart could have prevented the cannibalism, even although he might desire to do so. It does not, therefore, seem as if his conduct was quite as reprehensible as is generally assumed to be.

Probably the more sober version of the affair, given by J. B. Montefoir—mentioned in the foregoing as having joined the Elizabeth at Kapiti, and sailed as a passenger with Stewart to Sydney—will be accepted as the most reliable version of the case. Montefoir's statement was made in Committee of the House of Lords on New Zealand affairs 1838:—

"I chartered a vessel to make a tour of the island, and to visit every place I possibly could for the purpose of becoming acquainted with the island—its productions, its general character, as well as with the habits, manners, and general disposition of the natives;—and I had some intention of forming extensive mercantile establishments throughout the island; but, from an

unfortunate circumstance, after reaching Entry Island, or Capiti (so called by the natives in Cook Strait), I was deterred from so carrying my object into execution."

"What was it occurred to change your intention?"—"After visiting one or two places I reached Entry Island in my own vessel, and there I boarded a brig called the Elizabeth (Captain Stewart), who related the following circumstance to me: That he had been down to Bank's Island with a great many of the chiefs and 200 men of the island (Entry Island) to revenge the death of an old chief, who had been twenty-two years ago killed by the opposite party. The Elizabeth, a British brig, conveyed to Bank's Island about 300 men, and when she anchored off the island it was made to appear there were no men on board the vessel—they were all below, with the hatches down. In the middle of the night the captain started the whole of the men, and took 50 or 60 prisoners. I have made a more detailed statement of the facts, which, with your lordship's permission, I will relate from my journal. They are as follows:—It must be in the recollection of many that a New Zealand chief was, a few years ago, in this country, by the name of Pai or Tupai, who was introduced to our late Sovereign, George IV. Some short time after his return to his native country he waged war against the people of Bank's Island, or the Southern Island, and was killed by the chief of that place, named Mara-Nui (Tama-i-hara-nui). This same man is supposed to have also killed several white men, and, four years ago, cut off and ate, with his comrades, the boat's crew of his Majesty's ship Warspite. Since that period Ecou (Te Hike or Hike), old Pai's (Te Pahi) son, had been most anxious to revenge his father's death, as well as the slaughter of the white men, and has been for a number of years bartering his flax for muskets, powder, etc., to prepare himself in the event of accomplishing his intention. On the Elizabeth anchoring off the island Entry (a small island, as will be seen in the chart) the Ropera (Te Rauparaha)—that is, the great general or fighting man here—and Ecou, the son of Pai, came on board, and told the captain and supercargo they had no flax made up; which was a fact. They said they had enough muskets and powder, as on the island they could muster 2000 muskets, but if he would go down with his ship and convey 300 men to Bank's Island to fight, and again return to Entry Island with such prisoners as they made, they would give him 50 tons of flax (value, £1200). The captain and supercargo consented. How far he was correct in so doing, or how far he was correct in hiring his vessel as a transport, and being instrumental in the cause of so much bloodshed, it is not for me to say. However, he actually entered into a regular charter-party, and he proceeded thither with about 200 or 300 picked men, all armed with muskets, war clubs, and tomahawks. The Elizabeth is regularly armed, carrying eight guns, besides two swivels on her taffrail, and well found in every description of small arms. On arriving at Bank's Island all the New Zealanders conveyed thither were stowed away in the hold. Some of the chiefs coming on board seeing her guns, were rather suspicious, and the first question they asked was whether the Ropera and Ecou were on board? They suspected they were, and took to their canoes. Immediately after this they (the men stowed below) all came on deck, and took some canoes full of slaves lying alongside the vessel, made them prisoners, proceeded to the shore, and commenced battle, and Ecou himself took the great Mara-Nui, that killed his father, brought him prisoner on board the brig, and they killed several on shore. The description the captain gave of their fighting was most interesting; they killed about 50, and took about as many prisoners. Only one man on Ecou's side was killed; several wounded. The vessel returned to Entry Island with the prisoners and the chief Mara-Nui; and Captain Stewart informed me, two or three days after he had been to sea he found several baskets of legs and arms in his hold. He made them throw them all overboard; they were to be taken to Entry Island to be roasted and eaten—it is a custom among them. This great Mara-Nui is now on board in irons at Entry Island.—Having gone so far in my own vessel I

was deterred from proceeding in consequence of expecting that the whites would be slaughtered. He is kept up by the captain as a hostage until the charter-party is finally arranged. Ecou and Ropera had despatched about 200 slaves to make flax, and in six weeks from the date of his arrival she is to be filled, as per agreement. The brig which I had chartered then proceeded round the island, but I would not go myself. I was obliged to take refuge in this very ship where this great chief was in irons. I expostulated with the captain on his conduct; he said he saw the folly of his conduct, but, having gone so far, he must keep him. I begged him to take him up to Sydney. In four or five weeks afterwards, no flax coming forth, the natives not having fulfilled their charter, I was anxious to get up to Sydney. I told him I was quite certain he would not get his flax. He set sail, but gave up the chief Mara-Nui into the hands of his enemies. He was given up, and I went on shore, and saw the whole process of his intended sacrifice. I did not see the man killed, but I know he was killed during the night; and the morning following the widow of the great chief who had been killed had his entrails as a necklace about her neck, and his heart was cut into several pieces to be sent to different tribes—allies of the Ropera. On our arrival at Sydney I related the circumstances, and they tried the captain for murder, but there was no evidence against him. He has since met his death, having been washed off his ship coming round Cape Horn—at least, so I have understood."

"It is stated in the publication of the 'New Zealand Association' that a hook was fastened under his chin, and he was kept in that state for two or three days on board the brig; is that correct?"—"No; it is not correct."

The version hitherto accepted as correct was the following, reported by Mr James Busby, who afterwards became British Resident at the Bay of Islands. He visited Southern New Zealand in 1824 in connection with the wreck of the Elizabeth Henrietta on Ruapuke Island:—"An English brig, the . . . of London, . . . master, had been chartered by a mercantile house in Sydney to proceed to New Zealand for the purpose of procuring a cargo of New Zealand flax. Finding that the commodities he had carried with him were not suitable for the trade, and that he would have to return to Sydney without a cargo if he could contrive no other means of procuring one, the master of the brig entered into a contract with the young chief of the Kapiti tribe, in the Northern Island, at Cook Strait, to assist him in revenging the death of his father, who had been recently killed by the chief of the Marinouis (Tama-i-hara-nui), another tribe residing on the Middle Island, about 300 miles distant, on condition of his receiving a full cargo of flax. He accordingly received his chief, with 200 of his followers, all armed with muskets, on board his vessel, and sailed for the enemy's harbour, where he came to an anchor, having the chief and all his party concealed from sight in the hold. The chief of the Marinouis, accompanied by his wife and two girls—his daughter, about eight; and his niece, about thirteen years of age—came alongside the vessel, and being invited on board were immediately made prisoners, and secured in the fore-cabin. It is generally asserted, and is sufficiently probable, that a number of his followers were butchered on the ship's decks by their enemies, who came from the hold to attack them unawares; but the second mate of the brig, from whom the particulars of this narrative were obtained, denies that there was any bloodshed whatever on board the vessel. He also states that the ship's company were desirous of sailing with the chief and his family without allowing the New Zealanders to land, as they proposed to do, in order to attack the village by night; but the master stated his apprehensions—that if his crew should oppose the designs of their passengers the latter would turn their arms upon themselves. The New Zealanders accordingly landed in the ship's boats during the night, killed about 200 of the villagers, carried off about 50 captives, and reduced the village to ashes. On finding his situation, the captive chief succeeded in

suffocating his child in the night; and it was believed that he also intended to deprive the other females and himself of life, but the noise occasioned by the attempt brought the ship's company into the place where they were confined, and he was deprived of a small cord, which, it appeared, the child had been destroyed with. On returning with the vessel to Kapiti, or Entry Island, the females were preserved for slaves; but the chief, having been fixed to a cross, his throat was cut by the widow of the late chief of Kapiti, whom he had slain; and while she drank up a portion of the blood as it flowed, her son, the young chief, tore out the eyes of his victim, and swallowed them, in order to prevent them becoming stars, as according to the superstition of the islanders, would otherwise have been the case. The monster who was accessory to this tragedy was, however, disappointed of his reward. The young chief of Kapiti, having attained his object, refused to fulfil the conditions, and his vessel returned to Sydney without the cargo which was to have been the reward of such atrocity. On reaching Sydney his proceedings were reported to the magistrate by some of his crew, who, after examination, required him to find bail to the amount of £3000, and it was generally believed that there was no existing law that would reach his case. As a comment on this narrative, it is only necessary to advert to the revengeful character of the New Zealanders, and to observe that, with regard to Europeans, their revenge has hitherto been indiscriminate."

It was undoubtedly Montefoir who informed Sydney authorities against Stewart, and it was most probable, at his instigation, the proceedings were instituted. He states in his evidence, quoted above, that he had made a previous statement of the case more detailed, and asks leave to relate it in Parliamentary Committee from that narrative.

Proceedings must have been promptly instituted on his return to Sydney. He (Stewart) arrived January 31. The Elizabeth is again entered-out from Sydney on February 28 (Pondwick, master). First mention of a prosecution is made in the Sydney Gazette, April 2. The purport of the proceedings were seemingly little understood. The announcement reads thus: "We have observed sundry remarks on a murder, or some other act of atrocity, said to have been committed at New Zealand on one of the natives by the commander of a colonial trading vessel. With regard to the act itself we shall only say that if it be proved and the law found to apply to it, we are confident justice will be fairly meted out. We may also add that the New Zealanders themselves will not fail to take ample satisfaction. With them revenge is not only an unconquerable passion, but a religious obligation; their law is "an eye for an eye, a tooth for a tooth, blood for blood." And there is abundant reason to fear from past experience of their conduct that if this act has been really perpetrated, and they do not fall in with the identical culprit, they will glut their vengeance in the blood of any other Englishman who may fall into their power. But we should not have noticed this affair at all, satisfied as we are, that it is in the proper train of investigation, but for certain odious imputations which have been cast upon our merchants concerning it. The traders in New Zealand produce have been charged with a guilty combination to screen the alleged offender from justice, to hush the matter up, for the sake of preserving the character of their own body. The accusation is as destitute of truth as it is preposterous. The merchants of Sydney are not such thorough-paced villains as to unite their influence for the protection of a murderer; to a man we believe them incapable of such monstrous iniquity, and we are at a loss to conceive how anyone acquainted with their general character should have believed, or pretended to believe, otherwise. But besides the criminality of such a combination, look at its mad impolicy. The merchants well know that nothing is so important to the success of their New Zealand speculations as the keeping up of a good understanding with the natives. To exasperate those hardy and highly resentful savages would not only be to destroy all their hopes with

regard to the flax trade, but to expose their vessels and crews to almost certain destruction. It is manifestly their interest to win the confidence and affection of the natives, and, instead of concealing, to bring to prompt justice anyone who should be guilty of violence to their tribes. If they did not see this they would be fools; if, seeing it, they were to practice the foul conspiracy imputed to them, they would be both fools and villains; but as we believe them to be neither the one nor the other we have felt it an act of common justice to repel the shocking calumny."—*New South Wales Gazette*, April 2, 1831.

A case of peculiar character, involving the question of the liability of British subjects for offences committed against the natives of New Zealand, will come on for trial before the Supreme Court at the ensuing criminal sittings. Independently of its deep interest to the parties more immediately concerned in the result, the case is one of great public importance, as it will tend to set at rest a question which (that we are aware of) has never yet been mooted in a court of justice. A clause in the New South Wales Act of Parliament, we admit, gives the Supreme Court of this colony jurisdiction over offences committed at New Zealand by British subjects, but we do not find that that clause goes further than to give the court here jurisdiction over such offences as would be triable in England—indeed, this position was held in the case of the *King* against McDowell, tried before the Supreme Court in the early part of 1827. The prisoner in that case was indicted under Lord Ellenborough's Act for stabbing a seaman on board the brig *Rosanna*, at New Zealand, and convicted. When brought up for sentence an arrest of judgment was moved by Dr Wardell upon the ground that, although the statute under which the prisoner was tried had been ruled to be in force in this colony as part of the law of England, still it did not apply to New Zealand; that the Supreme Court here had power only to try such offences committed at New Zealand and the other places set forth in the Act of Parliament as would be triable in England; not to create an offence, and put the prisoner in a worse situation than he would be in England, where he could not be tried under Lord Ellenborough's Act. The court held this objection to be fatal, and judgment was arrested. We admit that the case here cited is not analogous to that which is about to come before the court; but it establishes this principle—namely, that the Supreme Court of New South Wales has jurisdiction only over such offences committed at New Zealand by British subjects as would be triable in England. Then comes the question, 'Could a British subject be tried at common law in England for slaying a native of New Zealand, at New Zealand?' The case of the *King* against Lowe for the alleged murder of an aboriginal native of this colony is certainly not in point, for the reason stated by the Chief Justice on the trial—namely, that New South Wales, by Act of Parliament, is a recognised British colony, the sovereignty of his Majesty over the country is, in fact, established, and the natives are entitled to the benefit of the *lex loci*. The question, then, involved in the case about to be brought before the court resolves itself into the simple fact of whether the *locus in quo* is one over which the court has any other jurisdiction than that which enables it to try an offence committed by a British subject against a British subject. It is clear, but for the clause in the New South Wales Act, the Supreme Court of this colony would have no jurisdiction whatever over any offences committed at New Zealand; and we apprehend that the Act does not invest the court here with greater powers than those possessed by the courts in the Mother Country. With respect to the aborigines of this colony, the case assumes quite a different aspect. They are, and have been made, amenable to our laws, but it will not be contended that the Supreme Court here possesses any jurisdiction over offences committed by the natives of New Zealand. If a British subject be slain by a New Zealander, is there any law by which our Government would

be justified in seizing the offender, conveying him to this colony, trying, and executing him? None whatever. Upon what principle, then, can a British subject be made amenable for an offence committed against a New Zealander who, in no point of view, can be considered in the light of an alien friend; because if he be not in a state of hostility with the British Sovereign he has, at least, entered into no compact? Assuming (for of the facts we have no knowledge) in this particular case that some of the natives of New Zealand in the first instance committed an outrage on the parties now charged with offending against them, would they not come within the principle laid down by writers on international law, that, when persons living in a state of nature commit an offence against another coming amongst them, that other may punish them according to the laws of nature? We do not pretend to hold with Lord Bacon that, as anthropophagi, an exterminating war might justly be carried on amongst them; but if it be held that offences may be committed by aliens which there is no power in the court to punish, and if, on the other hand, British subjects are amenable for offences against them, there is not that fair measure of punishment which is contemplated by the law. In civil society men give up their right of punishment by the laws of nature on condition of protection, and if our courts have no power to punish aliens for aggressions against British subjects, they have none to punish the latter for aggressions against them. We wish it, however, to be distinctly understood that we argue this question solely upon abstract principles. In a moral point of view we know of no distinction between crime, whether committed against a savage or a member of civilised society. If the natives of New Zealand are not protected by our laws from wanton outrage, justice and humanity call for the most prompt and decisive measures to punish aggressors who are doubly criminal in proportion to their superior knowledge of Divine and human ordinances.—*Sydney Gazette*, May 14, 1831.

Our remarks on the liability of British subjects for offences committed against the natives of New Zealand have been noticed by 'A Friend to Discussion' in a very sensible letter which appears in another column. Our correspondent, however, seems not clearly to understand the reason why we cited the case of the King against McDowell, or the grounds upon which the court arrested judgment. We cited that case because, in our opinion, it established the principle that, the Supreme Court of this colony has jurisdiction only over such offences committed at New Zealand as would be cognisable in the courts in England; and then proceeded to inquire if a British subject could be proceeded against in England for an offence committed against a New Zealander at New Zealand? But our correspondent is also in error with respect to the ground upon which the court arrested the judgment in that case. The late New South Wales Act (4 George IV, ch. 96, 3), under which the case was tried, gave the Supreme Court power to 'inquire of, hear, and determine all treason, piracies, felonies, robberies, murders, conspiracies, and other offences of what nature or kind soever.' But the prisoner was indicted for the offence of cutting and maiming under a particular statute, which statute was held by the court not to apply to the *locus in quo*. Had he been indicted for an aggravated assault the conviction must have been sustained. Since the publication of our remarks, however, we have been referred to an Act of Parliament, the 57th George III, ch. 53 (cited also by our correspondent), which, although not very precise in its wording, we think may be fairly considered to meet the case under consideration. It is intitled 'An Act For the More Effectual Punishment of Murders Committed in Places not Within His Majesty's Dominions,' and after reciting that, whereas grievous murders and manslaughters have been committed at the settlement in the Bay of Honduras in South America, the same being a settlement for certain purposes, in the possession and under the protection of his Majesty, but not within the territory and dominion

of his Majesty. by persons residing and being within the said settlement; and the like offences have also been committed in the South Pacific Ocean, as well on the high seas as on land, in the islands of New Zealand and Otaheiti, and in other islands, countries, and places not within his Majesty's dominions by the masters and crews of British ships, and other persons who have for the most part deserted from or left their ships, and have continued to live and reside amongst the inhabitants of those islands, whereby great violence has been done, and a general scandal and prejudice raised against the character of British and other European traders; and whereas such crime and offences do escape unpunished by reason of the difficulty of bringing to trial the persons guilty thereof, for remedy whereof enacts that: 'All murder and manslaughters committed on land at the said settlement in the Bay of Honduras by any person residing or being within the said settlement, and all murders and manslaughters committed in the said islands of New Zealand and Otaheite, or within any other islands, countries, or places not within his Majesty's dominions, nor subject to any European State or Power, nor within the territory of the United States of America by the master or crew of any British ship or vessel, or any of them, or by any person sailing therein or belonging thereto, or that shall have sailed in or belonged to, and have quitted any British ship or vessel to live in any of the said islands, countries, or places, or either of them, or that shall be there living, shall be tried, adjudged, and punished in any of his Majesty's islands, plantations, colonies, dominions, forts, or factories under the King's commission or commissioners, which shall have been or shall hereafter be issued in pursuance of the powers of the statute (46 George III. ch. 34) in the same manner as if such offence had been committed on the high seas.' The policy, to say nothing of the humanity, of such an enactment must be at once admitted. It were indeed a scandal and disgrace not only to British traders, but to the British nation, if no means existed of punishing the authors of wanton outrage against a comparatively defenceless people. The wording of the act, as we have already observed, is not very clear. It should have mentioned the natives of the islands therein enumerated in express terms; but we agree with our correspondent that no doubt can exist of the intention of the Legislature in framing it. With respect to the 'commission' under which the act provides that the offences therein named shall be tried, we are of opinion that the jurisdiction expressly given to the Supreme Court supersedes the necessity for that form of proceeding in this colony. As we stated in our last, our observations on this subject were merely speculative; we were not aware of the existence of the Act of 57th Geo. III; but as our oversight has been the means of placing so important a question in its proper light before the public, we do not regret the discussion to which we have given rise.—Sydney Gazette, May 17, 1831.

The following is the letter referred to in the foregoing:—Having seen some observations in your paper of last Saturday on the jurisdiction of the Supreme Court of New South Wales over offences committed by British subjects against the natives of New Zealand, I am induced to forward to you the following remarks upon the subject: By the last Act relating to New South Wales 'the Supreme Court shall and may inquire, hear and determine, all treasons, piracies, felonies, robberies, murders, conspiracies and other offences of what nature or kind soever, committed in New Zealand.' The particular offences thus specified would have been sufficient, therefore, to include the case of the King v. McDowell (alluded to by you) had it occurred subsequently to the passing of that Act; because the offence in question was a felony, though it was not within the meaning of the 57th Geo. III, which relates only to murders and manslaughters. But I apprehend that the words 'other offences of what nature or kind soever' are not sufficiently explicit to give the Court a jurisdiction over any other offences than those previously mentioned; inasmuch as the laws of England, not being applicable to that island, no breach of any of its laws is an offence. The power of Parliament

over all British subjects can reach them in any quarter of the globe, and it may declare what shall be an offence, and how particular offences committed by them shall be tried. The New South Wales Act gives to the Supreme Court jurisdiction over murders and manslaughters committed in New Zealand, which before were punishable only by a Special Commission, under 57th Geo. III, ch. 53, and extends the provisions of that Act to 'all treasons,' etc.; but the last-mentioned Act clearly refers to murders and manslaughters generally, and, by the wording of it, seems to contemplate these offences committed against the natives; for it recites 'that these offences had been committed in New Zealand by the masters and crews, and other persons who have, for the most part, deserted from or left their ships, and have continued to reside amongst the inhabitants of those islands, whereby great violence has been done, and in general, scandal and prejudice raised against the name and character of British and European traders.' The offenders are spoken of as 'the masters and crews,' 'they who have continued to reside amongst the inhabitants.' Then against whom is the offence supposed to be committed? The inhabitants? What, too, should occasion the great violence, the scandal and prejudice against the British traders, but the injury done to 'the inhabitants'? This clause of the New South Wales Act had this last-mentioned Act in view, for the enactment makes use of the same words. I do not see, Mr Editor, that a British subject is placed in any disadvantageous position by his being made amenable to laws which cannot 'equally affect the New Zealander. Supposing that 'some of the natives, in the first instance, committed an outrage on the parties charged with offending against them,' the killing might appear to have been on the sudden, and without malice, and thus assume the character of manslaughter, over which the Judges have, most properly, a very wide power of discrimination, for the purpose of awarding a suitable punishment, or it might, under the circumstances (and those circumstances would, in such a case, be peculiar), be deemed to be justifiable homicide. As to the other offences enumerated in the New South Wales Act, which consist of larceny, greater prudence and precaution may prevent a theft by the natives; or if it failed to do so, retaliation, by stealing from another, to make up for the property stolen, is too manifestly unjust, too much opposed to the laws of nature, to be allowed to the British subject. Certain it is that a British subject does not possess equal advantages—that he has not a similar protection by the laws of his country, but this is one of the risks of the trade. He enters into it with all its disadvantages because he expects a larger profit. He quits the protection afforded him on his own soil, he goes into the dominions of some foreign State, and the laws which allow him thus to leave his country may fairly require him so to conduct himself as not to injure its interests.—A FRIEND TO DISCUSSION.

The case of Captain Stewart, of the *Elizabeth*, was put off on Saturday last to Monday, the Acting Attorney-general stating to the Court that he was not ready to go to trial on the original information and intended to proceed upon another for a misdemeanour, at an early date. An application was then made to the Court to withdraw the recognizances under which Captain Stewart was held to bail, but was refused, the Crown Officer expressing his intention to bring on the charge of misdemeanour on Monday. This was before the Chief Justice. On Monday, when Mr Justice Stephen took his seat upon the Bench, Mr Moore intimated to the Court that he had no information to present that day; and with respect to the case of Captain Stewart, which was appointed to come on, that he abandoned, the charge of misdemeanour, and intended to proceed upon the information already filed as soon as the necessary witnesses to support it should be forthcoming. Counsel on the other side, after some strong observations on the hardship to which his client was subjected from putting off the case in this manner from day to day, and still holding him to bail in the sum of £2000 for an indefinite period, again moved to withdraw

the recognizances; but after a long argument, the learned Judge refused to accede to the motion, and the Court adjourned till the following morning (Tuesday), when it was further adjourned, without entering on any business, to Monday next.—Sydney Gazette, May 26, 1831.

Dr Wardell moved that the recognizances entered into by the defendant to appear and take his trial upon a certain information filed by the Attorney-general should be discharged, the Crown Prosecutor having failed to bring on the case on the day appointed. The learned gentleman supported his motion by an affidavit of Mr Stewart, setting forth, among other matters, that the prosecution had been pending since the month of February last, at which time he was held to bail himself in the sum of £500, and two sureties of £500 each, to take his trial on a charge of murder; that, in the latter end of last month a day was appointed to go to trial, when he surrendered himself, but was then informed by the Crown Officer, that he had abandoned the first information and intended to file one for a misdemeanour, but was not then ready to proceed; that an application was made to discharge the recognizances, when it was suggested by the Court, and as the deponent understood, assented to by Mr Moore, that he would either proceed to trial on the charge of misdemeanour on the then following Monday, or consent to the recognizances being discharged; that the deponent accordingly surrendered on Monday, and was then informed that the Crown Officer would not proceed for misdemeanour, but on the original information for murder, and that he was not then prepared to bring forward the case for the want of some necessary witnesses. Upon these facts, counsel contended that the Crown Officer should be put to his election either to proceed to trial, or to discharge the recognizances, by which Mr Stewart might be for ever precluded from following his occupation as the master of a ship, besides being at present subjected to an almost ruinous expense in supporting a host of witnesses in Sydney. The Acting Attorney-general contended that no sufficient ground for granting the application had been made out; at the same time he was willing to lay the depositions already taken before their Honors, and to leave the Court to exercise its discretion in the case. The Court said they would look into the depositions, and give judgment on Saturday.—Sydney Gazette, June 4, 1831.

[It will be noted that the bail to which Stewart was admitted is variously stated at £3000, £2000, and £500, with two sureties in £500 each.]

The Chief Justice delivered the opinion of the Court to the following effect:—In this matter, in which it has been pressed upon the Court, that under the circumstances of the case, we are called upon to release the party in whose behalf the application has been made, from the recognizances into which he has entered, to appear and take his trial upon a certain information filed by the Attorney-general, the Court has considered the arguments addressed to it, and feels that it is not in a situation to afford the relief sought for. By the rules of Court, the months immediately preceding the Terms have been set apart for holding the Criminal Sessions; but for convenience, and from other circumstances, the practice has been so far varied that the sittings of the Court do not commence until the 15th. In consequence of this alteration, therefore, the present Criminal Session does not terminate before the 15th of this month, on which day, and not before, the Court will be in a situation to entertain the motion, and to afford such relief as the circumstances of the case may appear to call for. We find an information upon the files of the Court, which, we must assume, the Attorney-general has exercised a due discretion in preferring; the applicant has entered into recognizances to appear before the Court on the first day of the Criminal Sessions, and there to abide, from day to day, until discharged by the Court, or delivered in due course of law. Our sessions of gaol delivery will not terminate until the 15th instant, and until that day we are not in a condition to afford any relief to the party now applying to be discharged from his recognizances.—MS. in New South Wales Record Office, endorsed June 7, 1831.

The Act under which Stewart was indicted, was 9 George IV, cap. 83, section 4, which reads as follows:—"And be it further enacted that, the said Supreme Courts of New South Wales and Van Dieman's Land respectively, shall and may inquire of, hear and determine all treasons, piracies, felonies, robberies, murders, conspiracies, and other offences of what nature and kind soever, committed or that shall be committed, upon the sea, or in any haven, river, creek, or place where the Admiral hath power, authority, or jurisdiction, or committed or that shall be committed, in the islands of New Zealand, Otaheite, or any other island, country or place, situate in the Pacific or Indian Oceans, and not subject to His Majesty or to any other European State or Power, by the master or crew of any British ship or vessel, or any of them, or by any British subject sailing in, or belonging to, or that shall have sailed in, or belonged to, and have quitted any British ship or vessel, to live in any part of the said islands, countries or places, or that shall be there living; and that all persons convicted of any of the offences so to be inquired of, heard and determined, in the said Courts respectively, shall be subject and liable to, and shall suffer all such and the same pains, penalties, and forfeitures, as by any law or laws now in force, persons convicted of the same respectively, would be subject and liable to, in case the same had been committed, and were respectively inquired of, tried, heard, and determined, and adjudged in England; any law, statute, or usage to the contrary notwithstanding." The defence set up was, that no offence was disclosed, under the Act. Thereupon the case, at the magisterial hearing, was moved into the Supreme Court, for argument. The judicial authorities appear to have recognized the difficulty from the outset, and, as will be gathered, from the foregoing, they seem to have oscillated between the preferment of a charge of murder, and the more simple charge of misdemeanour. On June 20, 1831, the case against Stewart was again called. Dr Wardell, as counsel for Stewart, moved that the recognizances to appear, and take his trial upon a certain information filed against him by the Attorney-general be discharged, the prosecutor having failed to bring on the case, up to the end of the last session of gaol delivery. The learned counsel supported his motion by similar argument, urged by him on a former occasion, when the Court ruled that the application should stand over, to the end of the Criminal Session.

The Acting Attorney-general not being present, the Court directed a rule to show cause, why the recognizances should not be discharged, to be served upon him, returnable on Monday.

The rule was enlarged until the following Saturday, being June 30, on which date the Attorney-general appeared in Court, and admitted his inability to sustain the charge, whereupon the recognizances were discharged and Stewart set at liberty.

[It was a crime, never previously contemplated by the Legislature. We cannot therefore be surprised, no provision existed for its repression. That coupled with the protracted endeavours made, to bring Stewart under operations of the law, in one form or another, does away with the imputation that the proceedings were only half-hearted, and the miscarriage of justice connived at by the authorities.]

Within a year thereafter—namely, on June 7, 1832—the law was amended, so as to include crimes of the nature of which Stewart had been guilty. It proceeded upon the preamble that, whereas divers crimes have been committed by his Majesty's subjects, in the islands of New Zealand and other islands situate in the Southern or Pacific Ocean, not being within his Majesty's Dominions, but inhabited by Tribes of uncivilised and barbarous people. And whereas, divers persons, being subjects of his Majesty, have, from time to time, fomented and encouraged warfare between such Tribes, as have assisted in the carrying on of such warfare, and it is necessary that provision be made, for the prevention of such crimes, and for the punishment of such offenders as aforesaid.

Be it therefore enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal and Commons, in this present Parliament assembled, and by the authority of the same: That it shall and may be lawful, for the Governor of New South Wales, with the advice and consent of the Legislative Council of that Colony, to make, ordain, and establish, all such Laws and Ordinances, as to them may seem meet, for the prevention and punishment of crimes and offences committed by his Majesty's subjects within the said islands of New Zealand, or, any other islands, within the Southern or Pacific Ocean, not being within his Majesty's Dominions, and by any such Laws or Ordinances, from time to time, to make effectual provision for the seizure, detention, trial, and punishment, of any such offenders, either within the said Colony of New South Wales, or within the islands in which any such offences may have been committed; or within any adjacent islands; and by such Laws or Ordinances, to make provision for the prevention and punishment of any act, or acts, done by any of his Majesty's subjects, for the fomenting or encouragement of warfare, between such Tribes as aforesaid or for the assistance of any such Tribe or Tribes, in any warfare, in which they may be engaged, with each other; and for the several purposes aforesaid, the said Governor of New South Wales, with such advice and consent as aforesaid, shall be and is, hereby authorised from time to time, by any such Laws, and Ordinances as aforesaid, to establish such Rules and Regulations, as the exigencies of the case may require, and as may be effectual for the prevention and punishment, of such crime and offences, as aforesaid; which Rules and Regulations shall conform to and correspond with, the Rules of the Law of England, in similar cases, so far as the difference of local circumstances may admit, and no further. Provided nevertheless, and be it further enacted: That all such Laws and Ordinances shall be transmitted by the Governor of New South Wales, for his Majesty's approbation, and shall be subject and liable to be disallowed or confirmed, by his Majesty in such and the same manner and, upon and subject to the same conditions and restrictions, as any Law or Ordinance which may at any time be made, and enacted by such Governor, with such advice and consent as aforesaid, under and in pursuance of the Statute, passed in the 9th year of the Reign, of his late Majesty, King George IV, intituled, "An Act to provide for the Administration of Justice in New South Wales and Van Diemen's Land and for the more effectual Government thereof, and for other purposes relating thereto: And providing also that, nothing herein contained, shall extend, or be construed, to repeal the said recited Act, or any part thereof."

Writing on 27th May, 1824, Sydney Gazette says:—"We congratulate the friends of the Heathen World upon the intervention of the New Charter of Justice, in which provision is so adequately and beneficially made to protect our sable brethren, the South Sea islanders, from further European or British barbarity. The proclamation on this head will no doubt have the desired effect. We scruple not to say, there are numbers in the Colony who in years past enjoyed no higher pleasure than that of hunting the poor unoffending New Zealander, for his precious life. It is the instruction of his Excellency the Governor that every whaler, putting into these ports, should be furnished with copies of the proclamation.

[Missionaryism appears to have had a good deal to do with distorting the facts of the case. It was, says a treatise on the subject, "fit and meet retributive justice should step in and execute the vengeance for which the law had been vainly importuned. Accordingly, we are gravely informed that, after his discharge, Stewart sailed in his "sin-polluted craft" for South America, and in rounding Cape Horn he was struck dead, and his body, "reeking in rum," hove over the ship's side. As a matter of fact, both he and the craft remained for years after his discharge on the coast of New South Wales; and as for the rum-reeking trip, if it ever took place, Sydney records say nothing about it.]

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